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The Pittsburgh Commercial.

VOL. VIII. PITTSBURGH, TUESDAY MORNING, AUGUST 22, 1871. NO. 284.

FIRST EDITION.

EUROPE.

BY THE ATLANTIC CABLE.

The English Parliament Prorogued

FULL TEXT OF THE QUEEN'S SPEECH.

The Potato Blight in Ireland.

Recovery of Hon. John Bright.

THE ARMY OF ALGERIA REINFORCED.

Success of the United States Loan.

The Potato Blight—Recovery of John Bright —Parliament Prorogued—Speech of the Queen—Suppression of Agrarianism in Ireland.

LONDON, August 21.—The potato blight has developed to an alarming extent in Ireland. It is feared that the crop is almost ruined.

John Bright has recovered, and will certainly resume his Parliamentary duties next session.

Queen Victoria, who remains at Balmoral, is again sick.

The centenary of the birth of Beethoven, which was postponed last year on account of the Franco-German war, was appropriately celebrated at Bonn on Saturday last.

Parliament was prorogued to-day until November 7th. The Queen's speech acknowledges with great satisfaction the provision made by Parliament for Princess Louise, Prince Arthur, and for liberal supplies granted by the Commons. The announcement is made that the relations of Great Britain with all foreign powers are of a friendly character. The treaty of 1856 having been revised by the conference recently held in London, hope is expressed of continued tranquility in the East. The speech dwells with satisfaction upon the treaty of Washington, and hopes for the general recognition of a principle for guiding the maritime conduct of nations. Full reliance is placed upon the disposition of the Americans to carry out all the provisions of the treaty. The Queen is anxious to meet the expressed wishes of the French Government for the alteration of some of the provisions of the commercial treaty of 1860, but would witness with concern any change restricting the commercial intercourse of the powers. The efforts for the repression of agrarianism in Westmeath have answered their purpose, while in other parts of Ireland there is a gratifying immunity from crime.

Parliament Prorogued—Full Text of the Queen's Speech.

LONDON, August 21.—Parliament was prorogued to-day. The Commons were summoned to the chamber of the House of Lords, where they listened to the Queen's speech. But six peers were in attendance, and only a few ladies were present. The speech was read by the Lord Chancellor, as one of the Royal Orders of the Queen's Household. The following is a verbatim copy of the speech.

"My Lords and Gentlemen: The time has now arrived when I am enabled to release you from your attendance in Parliament, and to commend your unwearied labors for the public good. I acknowledge with satisfaction the loyalty and affection with which you have made provision for my beloved children, the Princess Louise and Prince Arthur. Great events and changes which have recently occurred or have occurred on the Continent of Europe will not compromise the friendly relations existing between the Crown and the United Kingdom and the Powers of Europe. Whatever part I may take in those international questions which from time to time arise, I will continue to be taken with no other view than the maintenance of general concord and public right. The conference which assembled in London at the commencement of the session was joined during its deliberations by the French plenipotentiary, and it completed and signed such provisions of those stipulations of the treaty of 1856 with which I engaged in the Black Sea. I trust the unanimous decision of the powers which has been recorded in the new treaty may assist in securing the future tranquility of that region.

With special satisfaction I refer on the present occasion to our relations with the United States. By the treaty of Washington a series of settlement have been fixed for the several questions which have for some years been the subject of discussion and communication with the American Government not being without promise of advantage to the other countries. The friendly disposition shown with in the application of that principle of amicable reference which is proclaimed by the Treaty of Paris, which I hope will have the opportunity of recommending by example, and we have also agreed on the adoption of certain fixed rules to govern the maritime conduct of neutrals which may, I trust, ere long obtain general recognition and form a valuable addition to the public law of nations. I therefore feel confidence upon the disposition of the Americans to carry forward with cordiality and zeal the arrangements which have been determined on for the execution of the treaty. I shall appraise the Parliament during the ensuing year of any matter of moment that may arise in my view highly conducive to the interests of the Dominion. On these provisions, however, shall be laid before you the result of the final judgment.

The Government of France has signified a desire to alter some of the provisions of the Commercial Treaty of 1860, which are now terminable upon notice of twelve months being given. I have therefore to have executed them; he had said the only way to save their lives at Versailles was to threaten reprisals. An eye for an eye was his maxim, Gavard exclaimed, "You take three eyes for one." He had signed the decree for pulling down the Vendome column; other decrees imputed to him he had not signed, and never thought of resigning on account of them. The horrible deeds which had been brought to light at the trials create the profoundest indignation among the French public.

The Internationals in Switzerland.

From Switzerland we have news of the Internationals. A letter in the *Journal De Brussels* states that a meeting of Internationals took place in that country. One hundred and four families, comprising 525 persons, were readmitted to their places, leaving the number of families actually expelled 104, comprising 500.

Napoleon on the Regeneration of France.

A Dublin paper just received contains the intelligence that Napoleon stated in a letter of acknowledgment to the canon of the Pope for a copy of the treatise of that gentleman on the Vatican Council, that the regeneration of France can be effected by no other means than a *regime* based on religion, conscience and morality.

Marine News.

LONDON, August 21.—The steamships Virginia, Copenhagen, Tripoli, City of Baltimore and City of Brussels touched Queenstown yesterday, and proceeded on their passage.

The Markets.

LONDON, August 21.—Consols 92¾. Bonds 5-20s of '65, 86; do '67, 86; do '62, 87½; 10-40s, 91½.
PARIS, August 21.—Rentes 68 10c.
ANTWERP, August 21.—Petroleum 49 francs.
LIVERPOOL, August 21.—Cotton easier; middling uplands 9⅞. Cheese 59s 6d.

OHIO POLITICS.

Republican Nominations in Wayne County.

Special Dispatch to the Commercial.

WOOSTER, O., August 21, 1871.

The Republican primary election on last Saturday resulted in the polling of a larger Republican vote than was polled for many years in Wayne county. Good results are expected in October. Col. J. H. Carr, a promising young attorney in Wooster, was nominated without opposition for Representative. The other nominations were: Auditor, George Henshaw; Treasurer Captain J. R. Helman; Clerk M. H. Dodd; Commissioner, John Newkirk; Surveyor, John Brinkerhoff; Infirmary Director, D. G. Stein. The whole ticket is a strong one.

By Associated Press.

MT. VERNON, O., August 21.—The Democratic County Convention met here to-day, nominating a full county ticket, including J. R. Hayden for the Legislature.

RIOTERS REPUDIATED.

The Boston "Pilot" Calls Upon All Irishmen to Repudiate the New York Leaders.

NEW YORK, August 21.—The Boston *Pilot*, the leading Irish Catholic journal of the country, calls upon all Irishmen to repudiate the so-called leaders of the Irish people in New York City, asserting that hot-headed and incendiary utterances of a few favorites whose assumed leadership is gross imposition, is not to be interpreted as expressing the sentiments of the Irish citizens, who as a class throughout the country condemn the late riots.

STATE POLITICS.

Special Dispatch to the Commercial.

WASHINGTON, PA., August 21, 1871.

The first rally of the Republicans took place this evening at the Court House. The weather was pleasant, and the court room was crowded to listen to our candidate for Auditor General, Col. Stanton, of Beaver, to be followed by Hon. H. S. Swoope, of your city. The address of Dr. Stanton was received with the best feeling on the part of the Republicans of Washington county, and his pleasant voice and logical style fully demonstrated his office enlisted the sympathy and support of all who heard him. The speech of Mr. Swoope was of his own unique and language. It is needless to refer to the attention which was paid him. Tell your readers that the first Republican gun fired in this county will find its echoes in every valley in our old district. All divisions among ourselves are healed up and forgotten, harmony prevailing in all our ranks, the enemy discontented and willing to depart, without doubt the Republican ticket, State and county, will be elected by a handsome majority in old Washington.

The Democrats of Bradford county have nominated the following ticket: Representatives—Joshua Barrows and B. L. Rockwell; Commissioner—Job Morley; Treasurer—John H. Cowles; Associate Judge—Charles Stockwell; District Attorney—William Foye; Auditor—C. B. Riggs.

Of the political situation in Schuylkill county, the *Anthracite Monitor*, the organ of the workingmen, says: "It is a fact beyond dispute that the workingmen, as a body, are disgusted with the Democratic party leaders and no amount of sophistry can persuade them or make them believe that it is right to compel us to give three terms to one man and withhold the customary courtesy of a second nomination to another, and that after a hard-fought battle. Every white man who favored one is one of the smooth-skinned, kid-gloved gentry, is justice itself, and even-handed between the laboring men of the party, and we would be anticipators of the same. The workingmen of Schuylkill inherit the full right to run a ticket, they are in earnest and mean success. They neither care for Democratic or Republican party; they go in for political reform, and will knock both parties in the future, that they are American citizens, and not men to be used for the benefit of favorites of rings or parties.

FIRE IN WILLIAMSPORT.

Thirty Buildings Burned--Loss $125,000.

WILLIAMSPORT, PA., August 21.—A fire broke out last night in the stable of the Waverly House. The wind was blowing a gale, and the flames spread rapidly. Soon thirty buildings were consumed, including the Waverly House, Bonaparte House, residence, the Mulberry Street church, and many stores and private dwellings. Loss one hundred and twenty-five thousand dollars. Insurance seventy-five thousand dollars.

POLITICAL.

NEW YORK, August 21.—A special from Washington says: Boutwell has quite recently declared himself in favor of Grant's re-nomination. Of course one of the conditions of this newly sworn allegiance is that Boutwell shall not only retain his portfolio for the rest of Grant's present term, but also for another four years, in case that is demanded.

NEW YORK, August 21.—Thomas W. Conway, State Superintendent of Public Education in Louisiana, has written a long letter to President Grant denying the truth of Collector Casey's report to the President in regard to the late convention and sustaining the Administration in every particular.

LITTLE ROCK, ARKANSAS, August 21.—The political excitement between the two wings of the Republican party is intense. Now, Mr. Baxter and the leaders of the opposition faction to Senator Clayton, spoke at Forest City on Saturday, at Pine Bluff on Monday, and are advertised to speak in Jefferson county on the 23d. The overtures of the Republicans for peace are met by the scoffing reply that *Liberator*, which is exceedingly severe on the administration party. Ward meetings are held nearly every night by colored people on both sides.

A special to the *Gazette* says the Democracy of White county met in mass convention to-day, and organized a County Central Committee, and passed resolutions indorsing the action of the late convention of the State Central Committee and Congressional District Committee.

NEW YORK.

NEW YORK, August 21, 1871.

H. T. HEWBOLD

Denies that he attempted to commit suicide at Long Branch to-day, and says that while gunning, having discharged one barrel, he put his muzzle to the barrel to clear it out, and accidentally discharged the other barrel by touching the cock with his hand. His injuries are slight.

A. T. STEWART

Has been seriously ill the last few days, but is now out of danger.

ARRIVALS.

Arrived, the steamship Concordia, from London. Steamer Silesia, from Hamburg.

RACES POSTPONED.

The Saratoga races have been postponed until tomorrow on account of the rain.

SMUGGLING PESTILENCE INTO THE CITY.

Certain parties have been evading the New York quarantine. Men sick with yellow fever were surreptitiously brought into this city by way of Perth Amboy two or three days ago, from the bark D. Chapin.

THE STARBUCK DISASTER

Is made the occasion for a revival of the discussion concerning boiler explosions and the responsibility for this class of accidents. In the case of the Starbuck, the investigation of which was commenced before the Coroner to-day, it appears that the boiler was so defective that water and steam actually poured out through apertures found in it. It had fifteen inside patches, and it was the giving way of one of these that caused the accident. It is hoped that the Westfield crisis will awaken corporations to a sense of their danger, and by properly fixing the responsibility of the disaster, cause a stop to the unconscionable carelessness of subjects. About forty actions for damages have been commenced against the Staten Island Ferry Company by relatives of the Brooklyn victims of the late disaster.

THE HORSE DISEASE

Is still prevalent in Brooklyn, and there are about two hundred horses belonging to the city railroad company laid up with it.

HORACE GREELEY'S ORATORICAL ENGAGEMENTS.

Horace Greeley will start from this city on September 5, to deliver agricultural and miscellaneous addresses in certain western cities, where he has been invited to speak.

POISONED BALL IS ST. JOHNSBURY BY EATING BLUE-FISH.

Richard Cook, of Williamsburg, complained that himself and family were yesterday poisoned by eating blue-fish. The poison acted like strychnine, and in the present case is a novel one, it has excited considerable curiosity.

THE INTERNATIONALS.

A meeting of the Internationals was held yesterday, and arrangements made for the collection of funds to aid the Communist exiles in Switzerland.

PUTTING IT OFF.

The Board of Aldermen was to have held a special meeting at one o'clock this afternoon for the purpose of receiving the message of the Mayor, and also private copies of the city accounts, but no quorum being present, an adjournment was had till Wednesday.

THE MONEY SPENT BUT THE STREETS NOT CLEANED.

The cleaning of many back streets for several months past seems to have been almost entirely neglected. The city authorities have apparently done nothing in the matter, notwithstanding the fact that about seventy thousand dollars are said to have been laid out last month alone for street cleaning.

INSURANCE PRESIDENT ARRESTED.

Wm. A. Burtis, President of the Empire City Fire Insurance Company, has been arrested on a charge of having possession, with guilty knowledge, of a United States five-twenty registered bond for ten thousand dollars, which had been stolen and the indorsement altered. Burtis promptly gave bail and the examination will take place to-morrow. Last fall Wm. G. Lambert, Jr., had desk room in the office of the Empire City Fire Insurance Company, of which Lindlay Murray was then President. In October Lambert obtained from Murray a loan on bond. The directors of the company disapproved the transaction, and Murray required Lambert to take up the bond and return the money advanced, which he was able to do by obtaining a loan on the same bond from Comptroller Cisco. This firm transferred the bond to the bank, and soon were informed that the bond was irregular. Cisco bonded Fernandez Empire City Insurance Company to make good their loss, and sued for the face of bond obtaining judgment against Murray at this time retired from the presidency, and Burtis, then Secretary, was promoted to that position. Burtis was in no way connected with the transaction, and his arrest is said to have been caused by Lambert, who told of obtaining the loan on it from the President of the Empire City Company, and the District Attorney caused the arrest of the present President. It is not believed that Murray knew of the character of the bond, for, being an old dealer in stolen bonds, and has been in the Tombs some time awaiting trial.

MORTALITY REPORT.

The report of Dr. Newman of the Board of Health, Dr. J. G. McCandless, for the week ending August 20, shows that there were 69 deaths in the city during that period. The diseases are set forth in the report as follows: Accident, 2; apoplexy cerebral, 2; cholera Infantilis, 1; consumption of liver, 1; convulsions, 5; consumption, 4; croup, 1; cerebro spinal meningitis, 1; dentition, 1; diarrhœa, 2; dropsy general, 2 dropsy of the brain, 1; scarlet fever 2; typhoid fever, 5; disease of the heart, 1; inflammation of the bowels, 1; of the brain, 2; of the brain and meningitis, 1, and of the pericardium, 1; disease of kidneys, 1; marasmus, 1; measles, 1; premature birth, 3; pyæmia, 1; small pox, 13; spinal disease, 2; teething, 1; whooping cough, 1. Of the above there were under one year of age, 14; from one to two, 10, and from two to fifteen, 7, or all children, 31. There were 40 males and 29 females; 66 white and 3 colored.

RAILWAY MATTERS.

Practical Tests of Narrow-Gauge.

The Results of Experience.

Opposition to the New Jersey Lease.

NARROW GUAGE.

To the Editor of the Pittsburgh Commercial:

I have fallen in with an article from the Cincinnati *Gazette*, of August 15, and copied with approbation in a paper here, in which it is stated that the "foremost in trumpeting the advantages of the narrow guage" begin to surrender. Now, Mr. Editor, if the article in question is the point on which they surrender, no one can regret that they have backed out, for any one that puts himself forward to advocate a measure that he knows nothing about, as evidenced by this article, the sooner he "surrender," the better it will be for the measure. But here is the article and here is the answer:

"If there is no saving in the proportion of length of car to width of guage, and no saving in the relative amount of dead weight to carrying capacity, there can be no advantage in the narrow guage."

If you will put salt on blackbirds' tails, you can easily catch them," is one of the trite nursery tales; and it is very much like the reasoning in the above article. That there is a saving of more than one-third in dead weight and capacity in favor of the narrow-gauge, no one can truthfully deny; and it is the saving in dead weight over the same capacity of transport on the road that sustains and makes better the narrow. Does any one acquainted with the facts pretend that the Erie road, with its six feet gauge, has any greater carrying capacity than the Pennsylvania road with its four feet eight and one-half inch gauge? If they do, they know nothing of the two roads. The Erie Road can't do more than three-quarters of the business that is done on the Pennsylvania road, with the same motive power—allowing their grades and curvatures to be equal—for the reason that they have to gotten, for and draw *one-third more dead weight* in their cars to carry the same load. There is *one-third more weight* to pound the rails to the roadbed on the Erie than there is on the Pennsylvania Road. A car to carry ten tons on the Erie weighs, necessarily, two tons more than a car on the Pennsylvania and the narrow-gauge, as there is between the Erie and the Pennsylvania Roads. The engines on the Erie, to draw the same tonnage as the Pennsylvania, weigh from four to eight tons more.

A three feet guage road, alongside of the Erie, could do more business at less than two-thirds the cost, and this is as well known to intelligent railroad men who investigate the matter, as that two and two make four. The capacity of a road is not measured by its guage. It is thoroughly well known that the Pennsylvania Road, with its four feet eight and a half inch guage, has a greater capacity than any road in the world, the Erie with its six feet. It is not the great weight of cars and engines that enables a railroad to do a large business, or that gives it great carrying or transporting capacity, and this all railroad men understated. In conclusion, Mr. Editor, let me repeat that we ten and eleven thousand pound Bonapartes, just as easily as such articles as I have quoted will convince intelegent men that the three feet gauge is the wide gauge. R.

THE WHEELING AND LAKE PROJECT.

To the Editor of the Pittsburgh Commercial:

I am informed that there are parties believing that the people who are directly interested would like to know what is doing in the way of new railroad enterprises of the day. I have spared no pains to learn what is being done in regard to the road projected from Wheeling to the lakes. Negotiations are now pending between several railroad companies projected from the northwest to the coal regions of southeast Ohio. A company has been formed who have given notice of a meeting of the stockholders to elect a board of directors, the company having secured almost the entire right of way from the ohio river to within one-half mile of Bolivar, on the Tuscarawas Valley, a distance of fifty miles. Over twenty-five thousand has been subscribed to secure the organization. The amounts pledged in addition by letters from the outsiders at the first meeting of the corporation will end of it, will make up the required amount of local subscription, which is fifty thousand. Part of the stock in the old Southwestern Road have given permission to each individual subscriber to transfer their stock to the new road, the company on that part where they cross their old line. In interviewing the parties directly interested in this movement, they are advised to look to the point made Portland, on the river, a point instead of Wheeling. The line now runs to Martin's Ferry, and could not let this road terminate at any point on the river north of them. It would be about the same thing as putting their terminus at Bellaire. The engineers and on examination found the statements were correct. A change of direction will be given to the line leaving to the west point on the Tuscarawas Valley was from eighteen to twenty miles shorter than the route surveyed by the Valley road, to Cleveland *via* Athens, Urichsville, &c., to the same point. Not being posted in the management of railroad projects, and being from the Southern part of the country east of the Ohio, an idea occurred to me that a connection with the Cincinnati, Wheeling and Lake Erie, or the Chartiers Valley Road, would make a good route, and in this case a valuable feeler to Pittsburgh. PITT.

NARROW-GAUGE ROADS.

(From the New York Express.)

The question so frequently asked, whether as high a rate of speed can be attained in safety on a three-feet gauge as can be on four feet eight and one-half inches, is answered confidently and emphatically by those who know, in the affirmative, and a greater speed with more safety, and particularly where the curves are sharp and the grades extreme. The lighter the coach the less lurching and oscillation, the less side or lateral motion. The coach on a narrow-gauge road is much lighter than a coach which is safer at a high rate of speed than on a very wide gauge. The difference in friction on the journals at high rates of speed is also much reduced when compared with the wider gauge, and the chances of breaking down are much less. Should throw a train from the track will be far less on the narrow than on the wide gauge. There will never be much difference in economy, safety, durability, or capacity, in which a narrow-gauge road does not equal, if not exceed the broad gauge.

We were asked to-day by an intelligent man not posted in railroads, if we thought the bonds on a narrow-gauge road would sell as readily in market as those of a wide gauge road. Turning the question over to a practical and experienced man, his answer was very decided, that capitalists who wanted a secure investment would take the bonds of a narrow-gauge road for same amount per mile, sooner than that of a wide gauge road. Independent of the reason that the capacity is equal, and such road could be operated at about one-third less expense, in both cases, they are ordinarily safer investments. With this knowledge and these facts, which are known to be susceptible of easy demonstration, capitalists will not hesitate in selecting the narrow-gauge securities. Roads must sure of enough operating expenses to pay the interest on the bonds, under all circumstances, and we predict it will be a long time before any narrow-gauge roads, honestly managed, will default in the payment of interest on their securities.

NARROW-GAUGE TEST.

The St. Louis *Journal of Commerce* says that the narrow-gauge road recently put in operation to connect Alexander's Iron Banks with the Atlantic and Pacific Railroad is a complete success, with some slight improvements in the locomotive, the first of the kind ever built for the road. This will have the practical illustration of the economy of the narrow-guage. The track is thirty-six inches wide. The cars are built entirely of iron; the sides one-quarter inch and the bottom three-eight inch iron. They are about thirty feet long and three feet deep, and cost in St. Louis $155 each. One of these, weighing 1,440 lbs., carries two and a half tons; four cars, weighing 5,760 lbs., will easily carry ten gross tons, while a common railway car, weighing 16,000 lbs., only carries ten gross tons, and there is three times the amount of dead weight in a large car to carry the same freight as one of narrow gauge. The engine weighs 16,000 lbs., and will be purchased on limited running powers. There are also good reasons why the road will be built in the cheapest manner possible. The grades are also good for the entire distance. The road from Bellevue to Alton, a distance of fifty miles, will be completed by the 1st of October.

THE WHEELING AND LAKE ERIE.

The opposition to the lease of the United Canal and Railroad Companies of New Jersey to the Pennsylvania Railroad Company appears to become stronger. A writer in the Newark *Advertiser* says: "It is the duty of New Jersey to take possession of the canal and railroads, as the State is authorized to by the charters of these improvements. These charters provide for the acquisition by the State of the various lines interested, upon an appraisement and at first cost. The total cost of these lines, as stated in 1866, was $32,432,541 78, divided as follows: Cost of the Delaware and Raritan canal and appurtenances, $4,315,143 34; cost of the Camden and Amboy Railroad and equipments, $9,456,863 41; cost of the New Jersey Railroad and equipment, $1,641,326 03. The interest on this total amount at six per cent. is a little over one million of dollars, while the net receipts for 1866 were over two millions, leaving an actual balance for the State of $1,254,960. This would make a splendid income for New Jersey. It is, in fact, a sum greater than the ordinary State expenditure. This advantage to be derived from this scheme is the relief of the State from the control of railroad politics, which is now the curse of New Jersey as of some other States. It is bad enough for Trenton to be occupied by the agents and lobbyers of the State railroads, but it would be intolerable that a foreign corporation should control legislation. It is claimed, also, that the State can, by right of eminent domain, take possession of the roads, and this course is also urged. Another plan is to refuse the sanction of the State to the lease. It is evident that a strong spirit of opposition is aroused, and that there is to be something of a struggle for the possession of the public works. The policy of New Jersey has always been to favor her own people at the expense of others. Thus, the charter of the Camden and Amboy companies require a lower rate of local than of through travel, and even the tuberculous local travel have not been exacted. The superior claims of the Jersey men to cheap transit have been fully recognized. It is to tell (in the hands of a Pennsylvania corporation this tender regard for New Jersey will not be exhibited, and that everything will be made subordinate to the purposes and interests of the great military power which seeks to gain control of the State."

MISCELLANEOUS.

—The Legislature has granted a charter some years ago for the construction of a railroad from York Springs to intersect either the Northern Central or Cumberland Valley Railroad, to be known as the Adams County Railroad. Experimental lines were run at the time, but the road was never built or anything. The project has been revived, and the Cumberland Valley Railway Company have made a proposition to furnish the superintendence, if a sufficient amount of stock can be raised to grade the road.

—Several gangs of men are at work at different points on the Painesville and Youngstown Railroad, between Painesville and Chardon. More men will be put on as soon as possible, and the work pushed forward with energy.

—The Kittanning *Free Press* is gratified to learn that a considerable amount of stock has already been subscribed to the proposed Parton and Pine-creek Railroad in this county. A meeting is to be held at Dayton next Wednesday P. M., 23d inst., at which it is expected that several practical railroad men will be present, and the stock will be placed in the hands of those who are interested in the building of this road should attend that meeting.

—A correspondent writes to the Massillon *Independent* that the people of Akron are moving for a narrow-gauge railroad from Akron to Alliance, and on to New Lisbon, the object being to reach the coal fields in this vicinity, of which there are extensive beds, and that of the very best qualities for many purposes.

—One of the latest projects is for a road from Wheeling, W. Va., to Ironton, Ohio, to be called the Ohio and Virginia. Marietta will be one of the main points on the line.

—It is expected that the Danville and Hazleton Railroad will be finished to the latter place by the 1st of October. The road is now completed as it will be another outlet for coal to the North-west.

—The managing officers of the Pennsylvania Railroad, says the Washington *Star*, have become very much dissatisfied with the slow construction of the line of the Baltimore and Washington and Potomac Railroad, and the reconstruction of the Long Bridge for the Washington and Richmond Railroad. They have accordingly taken the work out of the hands of the engineers lately in charge, and put it under the management of Mr. Reed, Engineer and General Superintendent of the Northern Central Railroad, who will be compelled to finish the works by November. The forces will be largely increased, and at the tunnel work will be carried on night and day. Mr. Reed is a man of great energy and action. The work on the Richmond line is so far advanced that the Pennsylvania Company feel confident that they will be able to run their cars into the new depot upon both the Richmond and Baltimore roads.

—The Orrville *Crescent* says: The extension of the Cleveland, Mt. Vernon and Delaware Railroad is rapidly approaching completion, and we are reliably informed that by the 1st of January, 1872, the cars will run through to Mansfield. Over 100 miles of the road is already completed to this point, and the remainder will be pushed through as rapidly as possible. There are also good prospects of the road being extended from Mansfield to Columbus

The Daily Commercial.

TUESDAY, AUGUST 22, 1871.

REPUBLICAN STATE TICKET.

FOR AUDITOR GENERAL,
Col. DAVID STANTON, of Beaver county.

FOR SURVEYOR GENERAL,
Col. ROBERT B. BEATH, of Schuylkill.

COUNTY TICKET.

STATE SENATE.
JAMES L. GRAHAM, Allegheny.
MILES S. HUMPHREYS, South Pittsburgh.

ASSEMBLY.
DAVID N. WHITE, Sewickley.
MATTHEW EDWARDS, Pittsburgh.
JAMES TAYLOR, Pittsburgh.
JOHN GILLFILLAN, Upper St. Clair.
ALEXANDER MILLAR, McKeesport.
J. W. BALLENTINE, Temperanceville.
HYDE K. SAMPLE, Shaler.

DISTRICT ATTORNEY.
THOMAS M. BAYNE, Bellevue.

ASSISTANT DISTRICT ATTORNEY.
J. B. FLACK, Pittsburgh.

COMMISSIONERS.
JOSEPH DILWORTH, Pittsburgh.
JAMES McGUNNEGLE, Chartiers.

TREASURER.
SAMUEL KILGORE, Pittsburgh.

CONTROLLER.
HENRY WARNER, Allegheny.

SURVEYOR.
ROBERT CLUGSTON, Patton.

POOR DIRECTOR.
JAMES G. MURRAY, Upper St. Clair.

A WRITER in the railway department in this paper makes short work of some objections which have been urged against narrow-gauge railroads. He is one of the oldest and most capable practical railroad men in the country, and all his statements are entitled to the weight of demonstrated facts. In the same column are given some results of experience with the narrow-gauge, which afford timely support to the statements of the writer, and bear him out completely.

MR. CURTIS, in *Harper's Weekly*, speaks of Gen. BUTLER as "a man who is generally distrusted by the Republican party of the country," whose "nomination for Governor by the Republicans of Massachusetts would be the most demoralizing blow that could befall the Republican party of the country." Mr. CURTIS adds:

"This ought to be distinctly understood in that State. The party in the larger States has the same distrust of the General that his own Democratic party in Massachusetts used to have. There is the same want of confidence that was felt toward the heads of the Ring in New York before the details of their conduct were published. And such a general feeling is not a whim; it is a conviction. It springs from the closest observation of his career, and it is not disturbed by his loudest professions of radicalism in every direction.

Having written this it is hardly probable that MR. CURTIS expects to be called to a seat in GEN. GRANT'S Cabinet.

SOME of the papers are expressing alarm at the growth of the influence of the railroad interest, and predict that the time is not far distant when it will be supreme in the government, will elect the President, as it has for some time in certain States elected Senators, as well as a considerable number of members of Congress, beside purchasing others after reaching Washington. The present extent and probable growth of this influence cannot be disputed; but there is one consideration in the case which should not be lost sight of—the railroads are so identified with and dependent on the general prosperity that there is little danger of their ever assailing it. Admitting the danger in other respects to be as great as it is represented, how is it to be averted? The railroad power exists and cannot be destroyed, perhaps not even abridged; more likely it will continue to grow. It requires no great foresight to perceive that a conflict over chartered privileges is impending, and if we leave statemanship in the land the field is broad enough for its full exercise.

DON'T kick a man when he is down, nor saddle him with undeserved censure. This, however, is being done in the case of General PLEASANTON, whom it is attempted to make responsible for the falling off of receipts of income tax during his administration of the Bureau of Internal Revenue. Even if it be true that the receipts for the present year as compared with the last are only nineteen millions to thirty-seven millions of dollars, the reduction can be fully accounted for without attributing it to the Commissioner's failure to collect the tax. The last Congress, it will be remembered, reduced the tax from five to two and one-half per cent., and increased the exemption from one to two thousand dollars, a total reduction on the whole tax of some sixty-five per cent., which, on the basis of last year's tax, would yield about thirteen and a quarter millions to be collected this year, an amount which he has exceeded by nearly six millions. The obstinacy and opinionativeness of General PLEASANTON may have been all that is attributed to him, but this should not prevent others from giving him credit where it is due.

MR. JACOB STAEMPFLI, unofficially reported, according to a cable dispatch, in yesterday's COMMERCIAL, to have been appointed arbitrator by the President of the Swiss Confederation under the Treaty of Washington, is one of the most distinguished citizens of Switzerland. His character and career as set forth in a short biography of him now before us, are well adapted to inspire confidence in his fitness for the high and difficult duties imposed upon him by the appointment. Of very humble birth, he received a thorough and careful education, and studied Jurisprudence at Berne, chiefly under the direction of WILLIAM SNELL, who is celebrated beyond the limits of Switzerland as a professor of law. Though qualified for and admitted to practice as an advocate, Mr. STAEMPFLI seems to have spent most of his life in politics; that is, in the service of the Government. As a Radical, he performed an important part in effecting valuable reforms in the Constitution and administration of the country. The subject of taxation, the removal of feudal burdens, the poor laws and finance are specified as matters regarding which useful changes have been the result of his labors. During the war of the Sonderbund, he acted as paymaster of the Confederate forces with great success and distinction. At one time very unpopular, he finally recovered the good will of his countrymen without any change of opinion or conduct on his part, and became President of the Confederation. Consistent support of the liberties and dignity of Switzerland at home and abroad—strenuous industry—great knowledge in the departments of government, law and finance, acuteness and rapidity in the apprehension and judgment of relations, and steadfast independence of character, are some of the qualities ascribed to Mr. STAEMPFLI in the sketch above referred to—a sketch written some years ago. He was born in 1820.

CAPITAL is said to be the foundation on which the present social system of christendom rests, and the most widely extended antagonism now interesting to the world, is spoken of as the conflict between capital and labor. A fact of great significance in reference to these supposed antagonists and the social revolution which many are now laboring to effect by effecting a change in their relations to each other, has lately been the subject of a good deal of comment in England. One of the plans of the International Association of workingmen is to enter into rivalry with the Bank of England by establishing a People's Bank. At the first mention of the subject some may smile at the presumption implied in the enterprise, as the Bank of England is commonly thought of as the type and representative of what is strongest not only in the British empire, but in the world. It would, however, appear that the financiers of the *International* have learned how to apply, in a very surprising manner, the Scotch proverb—"Many mickles make a muckle." From a statement made a short time ago by Mr. GLADSTONE, it seems that the laboring men's savings banks contain in the form of deposits so much as a thousand million of pounds sterling, while various workmen's associations, friendly societies, etc., have as much as eighteen hundred millions pound sterling placed in the Bank of England and in banks of deposit. In the presence of this immense capital the securities and bullion in the Bank of England appear very insignificant. It is claimed that the great sum mentioned is chiefly the savings of the last ten years. From the foregoing facts the financiers of the International have taken the idea of a Peoples' Bank. We perceive that an authority of the Association estimates that the contribution of fifteen cents a day made by each member to the common cause of the society will before long in America alone amount to fifty millions of francs a year. The statement admits that few American workmen belong to the Association, though it is said to be constantly growing. Last year the American contribution to the common fund amounted to only five millions. But the society is strong all over Europe and is steadily growing, so that in a few years the members must be counted by millions. A very trifling contribution from each may form an immense annual sum. Though no precise details are given on the subject, it is the evident intention of the society to engage in the banking business with a People's Bank having branches everywhere. This plan seems, therefore, to contemplate co-operation, the workmen becoming capitalists.

RUSSIA AND GERMANY.

"A story is circulating in Paris that an important Russian personage recently told a French diplomatist that the result of the war placed Russia in the position of France after the battle of Sadowa."

The foregoing was a cable dispatch in our issue of yesterday. It might be expected that the editor at the London end of the telegraph would find no difficulty in picking up something more satisfactory for transmission over so great a distance than such hearsays. It is, however, possible that to this somewhat vague report a good deal of interest attaches just now; that is the sort of interest that people, even far away republicans, cannot help taking in the hopes or fears, the disgust or satisfaction, of kings and Kaisers. And "the story now circulating in Paris" quite likely refers to a matter upon which great historical events may hang. The outside world is at length getting some light on a subject concerning which, a year ago, people indulged in much vain speculation. At the beginning of the Franco-German war they were much perplexed to know with what feelings and purposes the Czar looked upon the conflict. It is pretty well known now that he was as completely deceived as the Emperor of the French, as to the real sentiments of the southern Germans. Thinking that they would either absolutely refuse to unite with Prussia against France, or else prove lukewarm allies, he expected that King WILLIAM, defeated by his enemies, would call on him (the Czar) for aid. This he was willing to grant on certain conditions, one of which would be Prussian assistance in carrying out his designs on the lower Danube and Constantinople, and in the consequent dismemberment of the Austrian Empire. It is well known in Russia that the road to Constantinople lies through Vienna. These pleasing hopes frustrated by the harmony that prevailed among the Germans and by their rapid victories over the French, the Czar became terribly anxious and seems to have made up his mind at one time to interfere in favor of the French. At the German headquarters at any rate, we are told, that for some weeks ALEXANDER'S communication caused great concern. Whether it was fear of French democracy or the diplomacy of BISMARCK that led him to change his purpose, we do not know. Probably each of these had some influence. Russia "placed in the position of France after Sadowa" remained quiet, though Russian public opinion was almost universally with the French, and the Government was bitterly denounced for its apathy under the peril to which it was believed to be exposed by the sudden predominance of Germany. Well informed people in Germany believe that the Czar was kept neutral by a sort of vague promise on the part of BISMARCK that Russia would be rewarded for her neutrality by being allowed to appropriate the slavic provinces of Austria. If any such promise was made and believed, the Czar and his Ministers have been bitterly disappointed. With the inauguration of the German empire steps were taken to secure the friendship of Austria and now by the Gastein Conference the most agreeable relations between the two empires have been established, while during his recent visit to Germany the Russian Emperer quite failed to gain either in fact or in prospect any compensation for having neglected his opportunities some months ago. The Czar is probably mortified, and for aught we know, may be as indignant, as the French say he is, thinking, however, that he is rightly punished for his simplicity in not helping them. He may be preparing for war, though that is wholly improbable, unless something should turn up to make the French renew the conflict with Germany. In that event Russia might become her ally. But the German empire and the German empire are now closely allied in the interest of peace, and it is very unlikely that Russia, even aided by France in her crippled condition, feels prepared just at present to seek revenge for the past.

THE influential press of the country, we observe, is greatly altering its tone with respect to the political and financial situation of France. In place of the cheerful and hopeful auguries indulged in a short time ago, a general impression seems now to prevail that the government is not a stable one, that it does not possess the sympathy of the French nation, and tha it can last but a comparatively short time. There is no doubt occasion for grave apprehension. The very fact of the effort made by the Assembly to prolong the official life of President THIERS would seem to indicate a conviction on the part of that body that the administration was not *en rapport* with the people; since, if it were, what need of resorting to an irregular method to continue it? It appears, too, that in spite of the recent wonderful success of the French loan, which, perhaps, was owing more to a sudden patriotic spasm than to any other cause, the financial torpor and paralyzed prostration of industry are general and complete. The Bank of France is said to be in a most perilous condition. The capital of this bank is one hundred and eighty-two millions of francs, while its circulation is nearly two thousand millions, or more than ten times the amount of its capital. The Government has already borrowed from the Bank one milliard three hundred millions of francs, and proposes to increase this debt by borrowing two hundred millions more, which in the aggregate would be about eight times the entire amount of its capital. These enormous advances the bank is only enabled to make by the indefinite creation of paper money. M. MICHAEL CHEVALIER, in a long article in the Paris *Debats*, calls the attention of President THIERS to these matters, which will, he says, unless the pressure upon its resources is removed, ultimately compel the bank into bankruptcy. Doubtless the great fiscal problems of the hour are among the chief difficulties which beset the administration, but the adoption of the Prussian army system, with its rigorous compulsory measures, and the affront which it puts upon the national pride by enforcing on the yet bleeding people the military methods of their conquerors, unquestionably serves to increase the general sense of instability and unrest.

WE have at different times published many significant items of contrast, setting forth respectively the denounced "extravagance" of the Republican administration, and the vaunted "economy" of Democratic rule. Another illustration, affording an excellent comparison of the honesty with which the respective parties administer the revenues under their control, is given in a recently published report of the Supervising Architect of the United States Treasury building at Washington. This is the most extensive pile of granite in the country, and is six times as large as the New York Custom House. Yet it has cost but $6,700,000, including every appropriation made from the time of President JACKSON down to the present; while it is proved that more than $7,000,000 have already been squandered on the New York Court House, which is not more than two-thirds completed. In view of such facts as these how utterly foolish and ridiculous is the cheap invective of the Democracy against the financial economy, honesty and fidelity of the Republican party. We are not to be understood as saying that the management of the public funds has been all that could have been wished, or that there is no room for improvement in the future. Very far from it, indeed; but we point to these general results as sufficient evidence that whatever further public reforms are desirable and necessary, it is the Republican party which alone can be relied on to bring them about; since nothing is more improbable than that roguery would become changed into honesty by simply being transplanted from Tammany Hall, New York, to the White House at Washington.

THE probable production of pig iron in the leading countries of Europe next year is given as follows: Great Britain, 5,100,000 tons; France, 1,002,000 tons; Germany, 1,907,000 tons; Belgium, 526,000 tons; Austria, 365,000 tons; Sweden, 226,000 tons; Russia, 420,000 tons; other European countries, 566,000 tons. Assuming that this estimate is approximately realized, the production of pig iron in Europe next year will be about 9,773,000 tons.

The Profits of Chinese Labor.

Briefly stated, the results of one year at the North Adams, Mass., shoe factory are as follows: Chinese shoemakers, learning the trade within the space of three months, produced goods at the end of that period at a cost of $2 less per case than the Trade-Union men had done, and at the end of twelve months this saving in production had increased to $7 per case. Seventy-five Chinamen made one hundred and twenty cases of shoes per week, while the same number of Trade-Union men had never produced more than one hundred and ten cases in the same time. The saving in the cost of production on a week's work was, therefore, $840—or $40,000 per year, making a handsome profit in a business which had previously, to use the employer's language, "hardly held its own." As laundrymen at Belleville, New Jersey, a company of one hundred and fifty Chinamen reduced the cost of labor at the rate of $10 per week for each person employed, or about $1,500 per month—making a total saving of $18,000 a year by the change from Irish women's work to that of Chinese men. Here are some stubborn facts which tell their own story. But the conclusions derived as the result of these experiments, are still more important. The women formerly employed in the Belleville laundry were not steady workers; when they had accumulated a small sum of money, they were in the habit of leaving for the cities, in order to spend it, and therefore the proprietor found difficulty in filling his contracts —whereas the Chinese worked faithfully and lived frugally. In the North Adams shoe factory the "scrapsins," or trade-union men, clamored for privileges, created disturbances, worked irregularly, and finally struck; and then the employer sent to San Francisco for his seventy-five Chinamen and is now making large profits.

A NEW departure from the beaten paths of agriculture, is the associated or factory dairy system, recently introduced into some of the Middle States, Pennsylvania among the number. It is claimed that this system, in connection with some other pursuits, such as the cultivation of the beet root for the manufacture of sugar, is one of the best and most lucrative branches of industry. The example of western New York is cited in illustration of the fact. A number of years ago the people of that section lost their wheat crop nearly every season, until at last they were compelled almost entirely to discontinue the sowing of that grain. They then resorted to the associated dairy system, the success of which at once caused their example to be followed east and west, with invariable success wherever adopted. One important result of the plan is said to be a constant improvement in dairy management, and a much better knowledge of everything pertaining to milk and its products than was possible under the old system of individual or farm dairying, while the lessened labor and increased profits are such that no one who has entered upon the system could be induced to abandon it. This plan was at first contemplated to apply only to the manufacture of cheese. The unqualified success of the cheese factories has, however, caused the principle to be applied to the manufacture of butter as well, which commands much better prices than butter made in the old way, besides leaving the skimmed milk, which, under the old system, was fed to pigs, to be converted into cheese which, shipped into the Southern States or exported to China and the West Indies, often brings prices very little below that made from pure milk. As an illustration of the profits of this associated system, it is said that some of the factories having the milk of their individual cows, the owners receive for their labor has amounted to only a fraction above two mills per quart of the milk delivered, while the gross proceeds from sales gave to farmers about five and a half cents per quart. In view of the fact that our own farmers and grain growers can hardly hope hereafter to compete with the great virgin grain regions of the Northwest, it might be well for them to turn their attention to this matter and ascertain what there really is in it.

THE fact that Prussia proposes to dig a ship canal between the Baltic and the North Sea has been commented upon by the press generally. We learn from the North German *Correspondent* that neither the expenses of the project, nor the natural obstacles which stand in the way of its accomplishment, are of an extraordinary character. The only situation which would render a deep cutting or a lock necessary is from two and one-eighth to three and a quarter German miles in breadth, and not more than sixty-seven and a half feet in height, and this can hardly be called a difficulty, as the soil is easily worked. The cost of the entire canal will not exceed twenty-five millions of dollars at the outside, while it will probably fall considerably below this amount. The breadth of the canal at the surface of the water is to be 226 feet, and at the bottom 150 feet, with a depth of 21 feet. This will be ample space for four vessels to pass each other, two of which might be large men-of-war. The length of the longest proposed line is fourteen German miles, and that of the shortest eleven and three-quarter German miles. The choice of the line to be adopted is the most difficult question that still remains unsettled, as every district in the Elbe Duchies wishes a share in the immediate benefits of the undertaking.

IT does not look very attractive now, but what a surprise it mainly beauty it will be when its scaffolding is fully grown. The Richmond *Whig* has a scheme to be put in operation when the new departure shall have triumphed, which is delightful for its ingenious frankness. It says: "I begin to imagine the country my full market value of the slave property of the South at the outbreak of the war, estimated at three thousand millions of dollars; one half of which sum is to be paid to the whites by way of redress, and the other half to be given to the blacks for the purpose of winning them over to the political countenance and support of their former masters. It is not proposed to press this reclamation "at the present time:" it is only to be used "when opportunity presents itself." The South is in no hurry, but it means to have the money, nevertheless. "It is only a question of time," says the *Whig*, "but we are not at all impatient." We should think not, indeed. The mere contemplation of such enormous wealth must of itself be a most delightful pleasure, and it is good to prolong to its utmost an agreeable dream, even when the awakening is into happiness. But what was it that caused disguised Falstaff to be set upon and roundly beaten? Was it not because the watchers espied a "great beard under the muffler," You must cover your face better, *Whig*, or you will never finger the ducats.

SOME of the outraged wives of the Mormon polygamists are going for their rights and retribution. For instance, Mrs. Harriet Hawkins made an affidavit before Judge McKean, in which after declaring that they have been married eight years and have six children, she goes on as follows:

He was a good father and husband and always treated me and the children kindly, until about six years ago. He then began to talk about taking another wife. I opposed it. I did not believe in polygamy and never did. I was within a few weeks of my confinement. He began to tease and abuse me, and said he would kill me. He brought home to the house another woman that he said was his wife, and lived with her in his sitting room. I often saw them in bed together. A few years after that he brought a third woman home that he said was another wife, and slept with her. She had a child. I was getting old and he had no more use for me, and that he would have younger women. He has often beat me with his fists, and once he got a knife and threatened to kill me. He got the Mormon teachers to try to make me submit.

The account adds that Mr. Hawkins is about an average Mormon, and that this case fairly illustrates the inside of Mormonism, so far as it goes. He was held to bail for adultery.

GAIL HAMILTON'S idea of "Man vs. Woman" is set forth in an article in the *Independent* thus: "Woman ought to have more than equality. They are heavily weighted in the race and ought to have advantage. The husband owes to the wife support. The wife does not owe it to her husband. The law ought to put its hand into the husband's pocket and take out enough for the wife's maintenance, whether he will or not. But I cannot see any reason why it should put its hand into the wife's pocket at all. This, however, is only on the ground that women and men are not equal: that man has the facilities and woman the disabilities for business; that it is a man's part, and not a woman's, to earn money. If this is not so—if men and women are to be on the same plane—then I see not why the wife should not be responsible for the husband's support, as well as the husband for the wife's; why her property should not go to pay his debts as entirely, as inevitably as his goes to pay hers; why she should not be equally with himself liable for the support of his children."

A NEW invention, consisting of a machine combining the advantages of an alarm pump, fire engine and ship's pump, was recently tested at Dover, N. H., and is said to have given great satisfaction to a number of interested gentlemen present at the trial. The signals are made by means of a whistle, blown by compressed air in the pump, and this whistle, under ordinary circumstances, can be heard three miles. The signals for fog, pilot, distress, for course, &c., consists of long, medium and short blasts, according to the key furnished, and by a similar process a telegraphic alphabet can be used for communication. By changing the action of the machine water may be pumped from the ship, or into the ship to extinguish fire. The entire apparatus is in very small compass, is very simple, and with all its arrangements cost but $150.

BROOKLYN is called by the New York *Mail* New York's bed-room. Says that paper: "We are not surprised to learn that within the past year 2,214 buildings have been added to the already great accommodations of Brooklyn. If the East River Bridge should get erected before the Viaduct Railway is built the increase of population and wealth in Brooklyn would be enormous. Several square miles admirably adapted for residence purposes would then be brought practically nearer to the business center of New York than any good residence quarter on the island." Nearly all cities have similar bedrooms. Pittsburgh has several, which are being filled at a marvelous rate. We believe there is no city of the same size has an equal number of daily trains, and the number of passengers they carry is something remarkable.

FOR several hours during Friday night of last week the city of Richmond, Virginia, was filled with birds of different kinds, which, attracted by the lights in the streets, battered their heads against the lamps and windows, as if seeking shelter from the cause that drove them there. Several gentlemen seated on the portico of a hotel, while being entertained by the music of the birds, were astonished to see one of the crane species, commonly known as the "fly-up-the-creek," make a dart at one of the windows, striking his head violently against the glass. So persistent was he to effect an entrance that he remained until captured, rather than go away. The Richmond people are anxious to know what the wise men will say about this strange freak of the birds.

A PARTY of Philadelphians went to New York to inspect for themselves the *Westfield*, and, if possible, ascertain the cause of the explosion. The gentlemen are a sub-committee on boiler inspections, and consist of Inspector T. J. Lovegrove, Chairman, Dr. W. W. Burnell; Committee, William J. Nead, William Thornton, John McGrath; Messenger, Mortimer L. Johnson, President of the Select Committee, Samuel W. Catteli. This explosion is likely to cause a large amount of facts to be spread before the public. It is a terrible school, but the lesson will be valuable.

THE Belfast *Progressive Age* says: "The complaint that ship building is dull and ship yards are deserted comes from outside the United States as well as inside. In the Dominion, where they labor under none of our disadvantages, it is equally dull, and the province papers complain as ours do here. The business is dull almost everywhere. Railroads are superseding sailing vessels in all countries. In places where vessels were formerly employed not one is now employed. In fact, the day when the sailing vessel was the chief vehicle of commerce is past. Like the old stage coach, which was once the universal vehicle of travel, but now used mostly on the back routes, its use will still be continued, but only where steam cannot be profitably employed.

GENERAL AND PARTICULAR.

Prominent medical men entertain the opinion that an outbreak of cholera is often preceded by the milder epidemic, influenza. If this theory be well founded, the apprehensions of many that our shores will be soon visited by the cholera receives confirmation, as all must remember the great prevalence of influenza during the last winter and spring.

An account of the earlier operations of the American expedition in Corea, written by a correspondent in the United States fleet, was sent by mail from Corea to San Francisco, thence telegraphed to the Atlantic seaboard, and then sent by mail to London, where it was published in the *Times* of the morning of August 2. The *Pall Mall Gazette* of the evening of August 3d, gives a similar account, taken from the *North China Herald*, received that day by the French mail through the Suez Canal and Marseilles. It will therefore be seen that the news of the first encounter between the Coreans and the United States expedition was received in London about the same time, coming round the world in both directions.

The recent hot weather and the absence of prolonged rains have reduced the Schuylkill to a very low stage, and Philadelphia is threatened with another water famine. Parties in charge of Cists used for sprinkling the streets have been notified that for the present they must cease operations.

A gentleman in Quincy, Illinois, Mr. Wm. H. Liel, offers a reward of one thousand dollars for the recovery of his son, five years of age, who has been missing since June 26th, and is supposed to have been carried off by gypsies or straggling Italian musicians.

The Detroit papers speak of immense fires in the woods of Michigan. Vessels from Lake Huron report that the line of shore in many places seems a line of fire, and that the smoke is so dense as to peril navigation. The fire is causing terrible havoc in the woods and great destruction of property on improved farms. The same is the case in Canada, where farm buildings and crops, and even villages have been swept away by the flames.

There is a law in Connecticut to the effect that every child, between the ages of 6 and 14 years, shall attend school three months a year; and every parent violating this law shall be fined five dollars a person violating this law shall be fined five dollars a week. The Board of Education intends to put this law in force, and has issued circulars to that effect. This approaches compulsory education.

A correspondent who recently visited the Chinese shoemakers at North Adams, Mass., writes: "I learned one thing that I do not remember to have seen in print, that they are strictly temperate except on the 1st of January, when they have a grand drunk. Last January they were given four days for a spree of this sort, and they went through it with magnificent system and success. I omitted to inquire what their favorite beverage is; but somebody should find it out; for after getting drunk and keeping so four days, they come out refreshed and invigorated. There is no joke about this; for the people do say that on the day following there is enormous "bum" in January they dit a larger day's work than before or since on a single day."

A giant bird, the largest creature ever seen in this country with wings, and it is believed unknown to American ornithology, suddenly appeared in the town of Winnemucca, Nevada, a few days since, and remained several minutes quietly perched on a housetop to be gazed at by the astonished multitude.

The superiority of beer as a wholesome and refreshing beverage, is claimed to be fully proved by satisfactorily demonstrated during the late war between Germany and France. In their official reports to the Medical Board the German military surgeons bear witness to the advantages of beer over wine, especially the poor common wine of the Champagne and other wine-producing parts of the country they took possession of, and still to a certain extent occupy. They state it to be the peculiarly refreshing property of the carbonic acid gas contained in it that makes it such a grateful beverage, not only to the healthy, after a long and fatiguing march, or when fairly worn out by the excitement of a day's hard fighting. But they lay much greater stress on the use of beer in the hospitals and field ambulances, which they administer, even when it could be obtained, with great success, as a cordial, both to the wounded and convalescent soldiers placed for the time under their medical care.

PERSONAL.

The London *Court Circular* relates an anecdote respecting a noble lady, who is young, beautiful and good. During the army bill debate her noble husband, who is as proud and fond of her as he should be, was just about to rise and deliver a violent attack upon something or somebody, when a telegram was put into his hands. He read it, turned pale and quitted the House; went to Dover, and was no more seen of until the next day, when he returned to his own home, and in answer to his first inquiry was told that the Countess was in her own room. He hastened to her, and a terrific row ensued, the exact words of which no one knows but themselves. At last, however, he burst out, "Then what did you mean by your telegram?" "Mean? What I said, of course. What are you talking about?" "Read it for yourself," returned the husband, unsmoothing it. She did read: "I flee with Mr. ——— to Dover straight. Pray for me. Another moment and I am startled, but then burst into a hearty fit of laughter. "Most dreadful telegraph people. No wonder you have had your fright. I delighted at being to go with Mrs. ——, in Dover street. Stay for me." His Lordship was so savage at the laugh he had raised against himself that he was at first inclined to make a Parliamentary question of it, but, listening to more judicious advice, refrained.

A stir has been created in Hebrew society throughout the country by the clandestine marriage of a Miss Pike, of New York, a wealthy young niece of S. N. Pike, to a young Christian, a son of William France, well known in Cincinnati. The bride is said to be of her own name. Her parents, who are very rich, and occupy a high place in the Jewish upper-ten of New York, were bitterly opposed to the match, and went to France when they learned that their acquaintance, formed at school, had grown into a warm attachment. While on the mother's hasty departure the marriage, she fainted, and was prostrated for a long time.

Parepa Rosa made her first appearance in opera in this country before a Springfield, Mass., audience, and it is stated that she will honor that city by giving them her first concert since her return from Europe.

Jennie Rucker lives about twenty miles from the Healing Springs in the Alleghany Mountains of Virginia. She is about sixty years of age, has her hair cropped like a man's, wears a man's hat, and rides a horse astride. Hunting is her means of livelihood, and she kills deer, bear, and other game with the skill of forty years' experience. Not long since she wounded a deer, but before coming to it with another hunter—a man—had gotten to it and commenced carving it up. The old lady expostulated with no avail, and finally drew a bead on him to enforce her "rights." The fellow jumped behind a tree, but left his feet exposed, at which venture she spot the lady fired and hit. She got her deer. She has nine or ten children, and is said to treat all travelers hospitably who stop at her cabin.

An American lady whose musical talent was well known in the highest social circles of Paris, and who was on terms of intimacy with the late imperial family, says that although the ex-Emperor Napoleon III. was not an enthusiast about the fantasias, themas, etc., of Chopin, Thalberg, and those people, he was passionately fond of our ingenious melodies, and would listen to them, delighted, for half an hour at a time.

When the Hon. Mrs. Norton was applied to, on the death of Hood, for a contribution to the fund being raised for the destitute widow, and headed by Sir Robert Peel with fifty pounds, she promptly sent a liberal subscription, but could not resist the perpetration of a pun:

"To cheer the widow's heart in her distress,
To make provision for the fatherless,
Is but a Christian's duty, and none should
Resist the heartspeal of Widow Hood."

General Manabrea, who has been named by the King of Italy as an arbitrator at Geneva, is now in the sixty-second year of his age, and is one of the most distinguished of living Italians. He has held many offices of trust and profit, and in a military capacity has participated in all the wars of his country since he reached his majority. His last appearance in public before this occasion was, we believe, at the convention that framed the treaty of Prague in 1866.

A Richmond letter tells this of Governor Wise: "On one occasion since the war he seized a colored newsboy on the street, gently laid him down on the pavement, put his right foot upon the neck of the prostrate boy, and then shouted, "*Sic semper tyrannis*." But this dreadful expression of sentiment was immediately qualified by his presenting a fractional greenback to the "tyrant"—making that colored youth importune him to 'do it again' at the same price."

Four daughters of Elbridge Gerry, one of the signers of the Declaration of Independence, yet survive. The eldest of them is eighty-one.

A party of distinguished German capitalists have been in the Northwest on business connected with the Northern Pacific Railroad, and recently returned to St. Paul from a tour of inspection over the road from the Junction to the Red River of the North. The following are the names of the party: Mr. August Potsch, one of the chief engineers of Austria; Mr. N. Du Tox, Secretary Board of Trade, Amsterdam; Mr. Haas, Berlin; Mr. Breitschwert, Frankfort, and Mr. Chevelier E. Boedinburg, Vienna. They propose going to the Pacific coast, and will extend their observations as far as Puget Sound. Returning East they will sail for home about the first of October, after visiting Washington and other Eastern cities.

War Horrors in Paris.

A correspondent writes: Crows are in the square St. Jacques la Boucherie, trying to root up the corpses which lie thickly buried there. There were so many corpses in the casemates of the fortifications, there was no thought of burying them. Tar and turpentine were poured over them and fire applied: after they were consume I the casemates were walled up. Hundreds of bodies have been found in the sewers and catacombs, gnawed by rats until all human semblance was lost. They lost their way, or stuck in the mud or lay down, too feeble from fatigue and starvation to go farther. The police have been searching for all these places; engineers pioneered them; laborers with resin torches lighted the path. The Seine, too, has been giving up dead bodies. Paris has been one great shambles—human blood has flowed like water. In one week at least 14,000 men, women and children were cut down. One day forty vehicles laden with corpses went by my window. The vehicles were omnibuses, in which the corpses were piled to the roof, their arms dangling out of the windows, furniture vans, wagons of all descriptions. Within a hundred feet of where I am writing a trench one day some days since; in it I saw one morning, at 4 o'clock, 150 or 200 corpses thrown. Fifty feet in front of me I saw, between September and February, 1,500 or 2,000 corpses; every morning, twelve, fifteen, twenty, sometimes more corpses, the bodies of wounded soldiers who had died during the night, wrapped in a blood-dabbled sheet, be borne to Val de Grace.

German Petroleum.

Accounts from various districts in Germany show that the petroleum resources of that country are in steady progress of development. With regard to the well known deposits in different localities in Hanover, it is stated that the borings in the neighborhood of Heide had for their principal object the determination of the extent of a remarkable layer of chalk occurring at the depth of about one hundred and twenty feet, and saturated with petroleum. In former years this chalk had been investigated to a depth of nearly four hundred feet; the first one hundred and fifty feet were found to be extremely rich in petroleum, and the rest yielded various amounts. The inefficiency of the apparatus employed did not enable the engineer to penetrate any deeper, but at four hundred feet almost pure petroleum was met. The projectors now intend to start a company with sufficient capital for the thorough prosecution of this important enterprise, and the most valuable results are anticipated. The bore is to be of the diameter of sixteen and three-fourths inches, and to go down to a depth of one thousand feet. The petroleum is to be pumped from the mine by means of a shaft, will be worked into a cement after extracting from it all the oil.

THE Miles Standish celebration in Duxbury, last week, whereat Butler was an orator, is now said to have been a put up job by land speculators, and sends us a circular, which was distributed to visitors, headed "choice seashore lots at private sale," which sets forth the advantage of buying seashore property near the proposed Standish monument.

SPONTANEOUS GENERATION.

Inaugural Address of Sir William Thomson Before the British Association for the Advancement of Science.

Passing to the subject of spontaneous generation, Sir William said that "careful scrutiny has, in every case up to the present day, discovered life as antecedent to life. Dead matter cannot become living without coming under the influence of matter previously alive. This seems to me as sure a teaching of science as the law of gravitation. I utterly repudiate, as opposed to all philosophical unfruitfulness of faith, the subject of 'different meteorological conditions'—that is to say, somewhat different vicissitudes of temperature, pressure, moisture, gaseous atmosphere—to produce or to permit that to take place by force or motion of dead matter above, which is a direct contravention of what seems to us biological law. I am prepared for the answer, 'our code of biological law is an expression of our ignorance as well as of our knowledge.' And I say yes; search for spontaneous generation out of inorganic materials; let any one not satisfied with the purely negative testimony of which we have now so much against it, throw himself into the inquiry. Such investigations as those of Pasteur, Pouchet, and Bastian, are among the most interesting and momentous in the whole range of natural history, and their results, whether positive or negative, must richly reward the most careful and laborious experimenting. I confess to being deeply impressed by the evidence put before us by Prof. HUXLEY, and I am ready to adopt, as an article of scientific faith, true through all space and through all time, that life proceeds from life, and from nothing but life. How, then, did life originate on the earth? Tracing the physical history of the earth backward on strictly mechanical principles, we are brought to a red-hot melted globe on which no life could exist. Hence, when the earth was first fit for life there was no living thing on it. There were rocks solid and disintegrated, water, air all round, warmed and illuminated by a brilliant sun, ready to become a garden. But grass and trees and flowers spring into existence, in all the fullness of ripe beauty by a fiat of creative power; or did vegetation, growing up from seed sown, spread and multiply over the whole earth? Science is bound, by the everlasting law of honor, to face fearlessly every problem which can be presented to it. If a probable solution, consistent with the ordinary course of nature, can be found, we must not invoke an abnormal act of creative power. When a lava stream flows down the mountain sides of Vesuvius or Etna it quickly cools and becomes solid; and after a few weeks or years it becomes with vegetable and animal life originated by the transport of seed and ova and by the migration of individual living creatures. When a volcanic island springs up from the sea, and after a few years is found clothed with vegetation, we do not hesitate to assume that seed has been wafted to it through the air, or floated to it on rafts. Is it not possible, and if possible, is it not probable, that the beginning of vegetable life upon the earth is to be similarly explained? Every year thousands, probably millions of fragments of solid matter fall upon the earth. Whence came these fragments? What is the previous history of any one of them? Was it created in the beginning of time an amorphous mass? This idea is so unacceptable that, tacitly or explicitly, all men discard it. It is often assumed that all, and it is certain that some, meteoric stones are fragments which had been broken off from greater masses and launched free into space. It is as sure that collisions must occur between great masses moving through space as it is that whirling, even without intelligence directed to prevent collision, could not cross and recross the Atlantic for thousands of years with immunity from collisions. When two great masses come into collision in space it is certain that a large part of each is melted; but it is no less absolute certain that in many cases a large quantity of *debris* must be shot forth in all directions, much of which may have experienced no greater violence than individual pieces of rock experience in a landslip or in blasting by gun powder. Should the time when this earth comes into collision with another body, comparable in dimensions to itself, arrive, it will present as at present such vegetation, many great and small fragments carrying seed and living plants and animals would undoubtedly be scattered through space. Hence, and because we all confidently believe that there are at present and have been from time immemorial, many worlds of light beside our own, we must regard it as probable in the highest degree that there are countless seed-bearing meteoric stones moving about through space. If at the present instant no life existed upon this earth, one such stone falling upon it might, by what we blindly call natural causes, lead to its becoming covered with vegetation. I am fully conscious of the many scientific objections which may be urged against this hypothesis, but I believe them to be all answerable. I have already taxed your patience too severely to allow me to think of discussing any of them on the present occasion. The hypothesis that life originated in this earth through moss-grown fragments from the ruins of another world may seem wild and visionary; all I maintain is that it is not unscientific. From the earth stocked with such vegetation as it could receive meteorically, to the earth teeming with all the endless variety of plants and animals which now inhabit it, the step is prodigious; yet, according to the doctrine of continuity, must ately laid before the Association by its president in his chair (Mr. Grove), all creatures now living on earth have proceeded by natural evolution from some one origin. Darwin concludes his great work on 'The Origin of Species' with the following words: 'It is interesting to contemplate an entangled bank clothed with many plants of many kinds, with birds singing on the bushes, with various insects flitting about, and with worms crawling through the damp earth, and to reflect that these elaborately constructed forms, so different from each other, and dependent on each other in so complex a manner, have all been produced by laws acting around us. There is grandeur in this view of life, with its several powers, having been originally breathed by the Creator into a few forms or into one; and that, while this planet has gone cycling on according to the fixed law of gravity, from so simple a beginning endless forms most beautiful and most wonderful, have been and are being evolved.' With the feeling expressed in those two sentences I most entirely sympathize. I have omitted two sentences which come between, describing briefly the hypothesis of the 'origin of species by natural selection,' because I have always felt that this hypothesis does not contain the true theory of evolution, if evolution there has been, in biology. Sir John Herschel, in expressing a favorable judgment on the hypothesis of nat

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BANKERS,

$100,000

Pittsburgh and Connellsville Railroad Six Per Cent. Bonds,

(TURTLE CREEK DIVISION.)

For Sale at 86 and Accrued Interest.

These Bonds are a first lien on the Turtle Creek Division of the Road, taking precedence of the 7 per cents.; are dated 1853, for thirty years, interest payable February and August.

IRA B. M'VAY & CO.

FINANCE AND TRADE

MONDAY EVENING, August 21, 1871.

Money continues cheap and abundant, with still indications of increased activity. Those who have made provisions for their fall engagements can rest easy, for they have acted with discretion. We apprehend a very close scrutiny during the active business months just about to open, indications of which are already seen in the weekly bank statements from New York.

—Local securities are in active demand. We hear of a sale of a round lot of Pittsburgh and Connellsville "Turtle Creek division," bonds to one of our savings' banks, for a permanent investment.

One of the firms in New York forming the "syndicate" for placing the new 5-20 cents, has sold out their interest for one per cent. premium. Messrs. Jay Cooke & Co. write of this loan as follows: The prospects for placing the balance of the new 5-20s in this country and in Europe are very encouraging. Our London house cables that, although the books will not be opened until Tuesday of next week to receive subscriptions, they have already applications for $5,250,000, and in several cases have been compelled to refuse applications when it was stipulated that there should be no allotment. The bonds were to-day quoted 92¾, or premium of 1¾ per cent. The indications now are that double the amount to be allotted will be applied for. Our connections on home account are already heavy and numerous; and next week will doubtless close up the the fifty millions reserved for America.

—Messrs. Ira B. McVay & Co. report the following quotations of Government bonds in New York to-day, as furnished them by Jay Cooke & Co., their correspondents:

	Morning.	Closg.
Gold	112¾	112¾
U. S. Bonds of 1881	119½	119½
U. S. Bonds of 1862	114¼	114¼
U. S. Bonds of 1864	114¼	114
U. S. Bonds of 1865	114½	114
U. S. Bonds of 1865 (new)	113½	113½
U. S. Bonds of 1867	113½	113½
U. S. Bonds of 1868	114¼	114¼
10-40s	114¼	114¼

James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York to-day as follows:

Gold	112¾
United States 6s of 1881	119½
United States 5-20s of 1862	114¼
United States 5-20s of 1864	114
United States 5-20s of 1865	114¼
United States 10-40s	114¼
United States 5-20s, January and July, 1865	113½
United States 5-20s, January and July, 1867	113½
United States 5-20s, January and July, 1868	114¼
Union Pacific Railroad	88¾
Central Pacific Railroad	100½
Currency Pacific	116½

—The following table, made up from dispatches received at J. W. Kennedy's Stock Rooms, Apollo building, No. 80 Fourth avenue, shows the prices of Railway stocks, Gold, etc., at the various sessions of the New York Stock Exchange during the day:

August 21, 1871.	10:30 A.M.	11:30 A.M.	12:30 P.M.	1:30 P.M.	2:30 P.M.	3:30 P.M.
C. & H.	95¾	95¾	95¾	95¾	95¾	95¾
Do. Scrip	93¾	93¾	93¾	93¾	93¾	93¾
Erie	19¼	19¼	19¼	19¼	19¼	19¼
Reading	93¾	93¾	93¾	93¾	93¾	93¾
Harlem						
Mich. Cent	97¼		98	98	98	98
Lake Shore	109¾	109¾		109	109	109
Illinois Cent	117¾	117¾	117¾	117¾	117¾	117¾
Cleve. & Pitts	91¾	91¾	91¾	91¾	91¾	91¾
C. & N. W	69¾	69¾	69¾	69¾	69¾	69¾
Do. pref	90¾	90¾	90¾	90¾	90¾	90¾
Rock Island	93¾	93¾	93¾	93¾	93¾	93¾
St. Paul	61	60¾	60¾	60¾	60¾	60¾
Do. pref	84	84	84	84	84	84
Tol. & Wabash		62		62		62
Do. pref						
Fort Wayne	99¾	99¾	99¾	99¾	99¾	99¾
Chic. & Alton	144	144	144	144	144	144
Chic. & Alton	119½		119½		119½	
Do. pref						
R., H. & Erie						
Cant. Coal	23¾		23¾		23¾	
Canton	78		78		78	
W. U. Tel	69¾		69¾		69¾	
Quicksilver	11¾		12		12	
Pacific Mail	49¾	49¾	49¾	49¾	49¾	49¾
Adams Ex	62		62			
Wells' F. Ex	52		52			
American Ex	52½		52			
Gold, ex	112¾	112¾	112¾	112¾	112¾	112¾

—Messrs. Bowen & Fox, brokers and members of the Philadelphia Stock Exchange, furnish the following quotations of the closing prices to-day of the most active stocks:

Pennsylvania Central	61¾
Philadelphia and Erie	28
Lehigh Navigation	58
Catawissa preferred	47½
Old Creek and Allegheny Railroad	49
Lehigh Valley Railroad	61¾
North Pennsylvania Railroad	50
Camden and Amboy Railroad	127½
Schuylkill Navigation	17
Reading	93¾

—The N. Y. *Herald* says: Fresh indications of a brighter career for the new loan are furnished daily, and the "new departure" is already exciting a furore which, if skilfully encouraged, may bring the refunding of the debt to a happy fruition. The American Syndicate for placing the new five-twenty certificate have received subscriptions to the extent of $8,250,000 in cash for the new fives, although the advertisement of the loan was only begun to-day in the principal European capitals, the books to be opened next Tuesday morning and closed the same day afternoon. The bonds are also reported to have advanced a premium of 1¾@1 3-16 per cent., but the dispatches are conflicting as to whether reference is had to the premium on the bonds themselves or on the privilege of membership in the European Syndicate. One firm in American Syndicate have sold their interests to an out of town national bank for a handsome consideration. The European Syndicate are reported to have declined a number of heavy bids for the bonds made by parties on condition that they should get all they petitioned for, and not be compelled to submit to such allotment as may occur when the books are closed. The European Syndicate will distribute $75,000,000 of the bonds, inclusive of $10,000,000 out of the $20,000,000 for which they subscribe absolutely. The American agents report the receipt of a large number of letters from the national banks asking for instructions as to the division of the six per cent five-twenties. The bonds advanced to 92¾ and closed very strong this afternoon, and one sale of $100,000 was made at 92¾ in gold, buyer thirty days, the bonds carrying 5-25 per cent. of accrued interest. While the new loan, confessedly, a great deal done the past ten days in the way of a good start toward success with the new loan, it should be remembered that when the syndicates have got through with the $300,000,000 or $500,000 they place (so much) there remains $200,000,000 to be placed in forced connection with equal proportions of the $300,000,000 four and a half per cents, and $700,000,000 of the four per cents. Doubtless the fear of Congressional legislation will stimulate the National banks enough to insure the American Syndicate in placing all they hold of the five per cents. The subscriptions to-day are the usual way from Washington were $300,000 to-day.

—James W. Kennedy, Broker, No. 80 Fourth avenue, (Apollo Building), dealer in Government, State and Municipal Bonds; Pittsburgh and Allegheny Bonds and Miscellaneous Stocks. Represented daily at the New York Stock Exchange, he buys and sells stocks in a margin for the customer, or buys and on the same terms as the New York brokers. Money to loan in sums of $500 and upwards on collateral or gilt edged promissory notes, or on mortgages on city or Allegheny county real estate.

PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, MONDAY, August 20, 1871.

REMARKS.—We have nothing new to give the reader as to the state of the markets. Prices are quiet and unchanged, and have been so for some time. A fair trade is doing in the jobbing way, groceries and other leading articles. The Produce Exchange met at the usual hour this morning. Among the sales were the following: Wheat—197 sacks red and white wheat at $1 22, 1 do. $1 20@1 24, as to quality. Corn—202 sacks strictly prime yellow shelled at 65c, delivered; 160 bushels car corn at 75c, delivered on cars. Oats—75 sacks oats from store at 45c. Chop feed—50 sacks at $1 55 per cwt. The Exchange is progressing finely with the aid and encouragement of a few more live business men will become a permanent and useful institution. The supply of peaches, plums, pears, &c., is abundant, and yet the supply seems about the same as before, that thing is the order of the day. The weather is cool and pleasant with indications of rain.

WOOL MARKETS.

NEW YORK.

August 19.—The market remains quiet. There is a little more inquiry for small parcels, but large lots are neglected, there being no disposition to purchase beyond immediate requirements, though holders, as a general rule, are not anxious to realize, and prices are fully maintained. The demand for domestic fleece is still confined to the low and medium grades, which are held with increased firmness. Texas and California has been in good request at quoted rates. The supply of pulled is pretty well reduced, and with an improved demand, prices are a trifle firmer. There continues a good demand for foreign, and prices are unchanged. The sales are 100,000 lbs X and XX Ohio fleece at 62@63c; 20,000 lbs medium do. at 60@61c; 40,000 lbs X Wisconsin, Western, 55@62c; 20,000 lbs fleece at 43c unwashed, and 60c for medium; 30,000 lbs delaine, 68@70c; 7,500 lbs Illinois pulled, 62½@65c; 40,000 lbs X and No. 1 pulled, 60c@62½c; 15,000 lbs pulled, 70@74½c; 25,000 lbs Texas, 46@49c; 25,000 lbs spring California, 56@59c; 10,000 lbs do burry, 50@52c; 5,000 lbs Mexico pulled, 56c; 220 bales Cape, 39c; 25,000 lbs Montevideo, 50@52c; 30,000 lbs Canterbury spring clip California wool, 34,000 lbs Texas, 20,000 lbs Colorado, 100 bales Cape in bond, 150,000 lbs Turkey, mostly in bond, 100,000 lbs East India, on private terms.—*Commercial List.*

New York Dry Goods Market.

NEW YORK, August 21.—There is little change to notice in the features of the market. The demand, on the whole, is moderate and prices are steady for all staple fabrics. Agents quote printing cloths at 7½c, and all leading makes of fancy prints at 11@12c; second quality at 10c; Pacific delaine, 16c; Indian Head and Cocheco shirtings, 12½c; Indian orchard, 9 40-inch, unpressed, 16c; do. 9-4, 18c; do. 10-4, 20c; do. 11-4, 22c; Stark A drills 16c; bleached do 14@15c; Pepperell drills 15@16c; Salem's cornet jeans 16c; Lancaster, 15c; Androscoggin satteens 15c; Amoskeag brown denims 12½c; Manchester do 10c; Clark's O 12c; Hampshire do 12c; Cocheco and Manchester blue denims 12½c; Otis A X A 22c; B B 20c; Conestoga's 18c; Lonsdale cambric 18c; Lonsdale 12½c; Hamilton N 12c; Fair Mount 12c; Red Cross Wigans 11½c; Hamilton N 9 brown cotton flannels 9½c; Massachusetts R. R. do 10c; Atlantic do 11c; bleached do 12½c; Atlantic heavy sheeting 11½@12c; Renfrew 5c. Clark's and Coates's spool cotton five No. 36 assorted braids 65c.

IRON MARKETS.

NEW YORK.

August 19.—The market continues to present a very firm appearance, but there is no disposition to purchase extensively at current rates, although holders are in some instances asking a further advance. Sales have been made of 500 tons Glenarnock at $34 50; 250 do Gartsherrie and 200 do Glenarnock on private terms. American has been quiet but firm at the advance noted in our last, though we have nothing to note beyond small sales at quoted rates. There has been quite an active inquiry for new rails, and we notice sales of 1,000 tons 56 lb. English, on private terms; 2,000 do, to arrive, 56 lb. at $60, gold; 800 tons old doubleheaded, part to arrive, at $39 25; and 6,000 do new 56 lb. English, to arrive, part southern delivery, on private terms. Refined bar from store is steady at the advance noted a week since, with a moderate demand. The foreign is well as the domestic iron market, is very strong. There has been a movement in tank sheet, including 1,100 packs to arrive, at 12¼c; 12½c; 1,000 do, here, in lots, 12¾@12½c, chiefly 12¾@12½c, all gold; and in Boston, to arrive from the north, at 12½c, gold; also in Boston, to arrive terms, but supposed about 11½c, gold. At the close the stock was nearly all in the hands of one house, and held at 12½@13c gold, on the spot and to arrive.—*Commercial List.*

IRONTON, O.

August 19.—The prices of pig iron remain unchanged. There has been, owing to the low stage of water, considerable difficulty experienced by our manufacturers of getting their iron to a market, during the last two days, however, several shipments have been made. There is one large lot awaiting transportation to Pittsburgh.

We quote as before:

Foundry hot blast No. 1	$34 @36
Foundry hot blast No. 2	33 @35
Mill hot blast	32 @34
Cold blast, carbonized	56 @62
Bituminous Belfont	33 @35
Bituminous Ashland	33 @36

In Pittsburgh last week 100 tons of No. 1 foundry iron, H. R., sold for $37 on four months' credit.

The Lawrence mill is running, the company having quite a number of orders to fill.

The Belfont Nail Mill will be compelled to stop next Saturday for two or three weeks to put in the new engines and additional furnaces and machines. The company is without nails.—*Journal.*

New York Finance and Trade.

Gold Closed at 112⅝.

NEW YORK, August 21—P. M.

MONEY

Easy at 2@3 per cent.

EXCHANGE.

Sterling exchange 108½.

GOLD.

Gold weak, opening at 112¾ and closing at 112⅝. It is reported that one of the cliques sold out to-day, which caused the delivery for delivery this week's sales from 1-64 to ⅛ per cent. was paid for use. Clearings about $48,000,000.

GOVERNMENTS

Feverish, owing to the decline in gold.

Coupons 1881	119	5-20s, 1867	113¾
5-20s, 1862	114¼	5-20s, 1868	114¼
5-20s, 1864	114	10-40s	114¼
5-20s, 1865	114¼	7-30s, 1st series	106⅛
5-20s, 1865, new	113½		

STATE SECURITIES

Dull, with the exception of Missouris, which were strong and active.

Missouris	96¼	Virginias, old	63
Tennessees, old	72	Virginias, new	62½
Tennessees, new	73½	North Carolinas, new	36
Louisiana, levee	60		

STOCKS.

In the stock market there has been an entire absence of speculative life, and, with the exception of Pacific mail and Wabash, prices have been comparatively steady, but the whole list was depressed a little by the bear sales. Pacific mail and Wabash have gone to Saratoga and Newport. Short interest is heavy. The market closed dull but with a strong tone.

Pacific Mail	49¾	Chicago and Alton	120
New York Cent. Scrip	94½	Ohio and Mississippi	44½
Preferred	96	Cleveland & Pitts	91¾
Harlem	128	Burlington and Quincy	142
Preferred	140	Erie	19¼
Reading	93¾	Illinois Central	117¾
Michigan Central	97¼	Western Union Tel. Stock	69¾
Cleveland & Pittsburgh	91¾	Central Pacific Bonds	100
Northwestern Pref'd	91¾	Union Pacific	88¾

MARKETS BY TELEGRAPH.

Chicago Market.

CHICAGO, August 21, 1871.

FLOUR—Dull.

WHEAT—No. 2 spring active and 4c higher at $1 13@1 14 cash and $1 bid@1 14½, August, and closed firm at $1 14 cash and $1 bid@1 14½, August, and closed firm at $1 14 cash and $1 bid@1 14½ seller 31 August.

CORN—No. 2 mixed active and 2c higher; closed at 46¼c cash, 46¼c seller August.

OATS—No. 2 active and ½@¾c higher; closed at 30½.

RYE—No. 2 dull at 72c.

BARLEY—No. 2 [illegible] higher at 62@63½c.

HIGHWINES—Steady and in lower demand at 90c.

PROVISIONS—Mess pork closed at $12 25 cash. Lard and meats unchanged.

HOGS—Opened steady and dull at $4 75@4 81; receipts 4,000; shipments 4,000.

CATTLE—Quiet at $3 @5 65 25.

COTTON MARKETS.

Charleston.

CHARLESTON, August 21.—Cotton dull; middlings 19c.

Mobile.

MOBILE, August 21.—Cotton nominal and unchanged.

Galveston.

GALVESTON, August 21.—Cotton firm; good ordinary 19½c.

New Orleans.

NEW ORLEANS, August 21.—Cotton quiet; good ordinary 19½c; low middling 18¾@19c.

Cincinnati Market.

CINCINNATI, August 21.—Cotton dull but unchanged; middling 19½@19¾c. Flour firm and unchanged. Wheat steady; red, $1 12@1 15. Corn firm at 51@52c. Rye dull and lower at 70@72c. Oats quiet and unchanged at 35@36c; fall nominal. Groceries quiet and unchanged. Linseed oil dull at 85c. Lard quiet and unchanged at 12@12½c. Butter steady. Pork dull, asking $16 50. Lard dull but asking 9½c. Bulk meats firm and unchanged. Bacon steady at 8@9½c. Hogs firm at $4 50@4 80. Whisky steady at 91c.

Toledo Market.

TOLEDO, August 21.—Flour firm. Wheat active and advanced 2c; No. 2 white Wabash, $1 21; No. 2 do $1 20; No. 1 white Michigan, $1 20; amber Michigan, $1 20; No. 2 do $1 18; No. 1 red Michigan, $1 20; No. 2 do $1 18; rejected do $1 05; No. 2 white Michigan $1 20; amber Michigan, $1 20; No. 2 do $1 18. Corn firm; fairly active; high mixed 52c; low do 50c; yellow 54c; white 54c. Oats dull; No. 1 at 36c; No. 2 at 34c; Michigan 30c; rejected 30c.

Cleveland Market.

CLEVELAND, August 21.—Wheat active and advanced 2c; No. 1 Lake dull and lower; winter red $1 20; No. 2 do $1 17; No. 2 red winter $1 21; 5,000 bush do at $1 20. Corn dull; No. 2 at 50c; 2,000 bush do at 52c; 9 cars No. 2 Petroleum quiet and weak; refined 25@27c; crude 8½@9c.

Louisville Market.

LOUISVILLE, August 21.—Flour dull; sales 50 bbls. Corn 40@44c. Cotton quiet; middling 19c. Flour Demand light. Wheat firm at $1 20@1 25. Corn firm at 50c. All other grains quiet and unchanged. Provisions quiet, but only a retail order demand; holders generally firm in rates; prices same as previously reported. Whisky dull at 91c.

Philadelphia Cattle Market.

PHILADELPHIA, August 21.—Beeves—Only 700 head and prices unchanged; sales 2,400 extra Pennsylvania and Ohio steers at 7@7½c; 1,000 fair to good do at 6@6¾c; 400 do at 5@5½c. Sheep in fair demand; sales 5,000 at 7@8¾c. Hogs in fair demand; sales 3,000 at $7 25@7 75.

Baltimore Market.

BALTIMORE, August 21.—Flour quiet and weak. Wheat active and advanced 2@3c; Southern red $1 20@1 25; amber $1 24@1 25. Corn firm; mixed 60@62c. Oats active at 43@46c. Provisions unchanged. Whisky dull at 94c.

Milwaukee Market.

MILWAUKEE, August 21.—Wheat active; spring firmer; No. 2 2d@3c higher at $1 18@1 18½; No. 2 at $1 16½. Oats higher at 36@37c. Barley active at 67@70c. Rye—No. 1 at 78c. Barley—No. 2 firmer at 68@69c.

Detroit Market.

DETROIT, August 21.—Wheat steady; extra $1 34@1 36; No. 1 white $1 30; amber $1 26. Corn firm. Oats dull. All others unchanged.

New Orleans Grocery Market.

NEW ORLEANS, August 21.—Coffee inactive at 14½@16c. All others unchanged.

FLORAL OIL.

FLORAL OIL, PREPARED ONLY BY CHARLES ABEL & CO., PERFUMERS.

Chas. Abel & Co.,

MANUFACTURERS OF

Abel's Prize Medal Hair Oils.

GLYCERMEL OF ROSES,

A SUPERIOR ARTICLE,

FOR CHAPPED HANDS, FACES AND LIPS,

172 WYLIE AVE., PITTSBURGH.

Sam'l. Gray & Son,

SUCCESSORS TO

GRAY & LOGAN,

Merchant Tailors,

47 SIXTH STREET,

LATE ST. CLAIR.

OCEAN STEAMERS.

Date of Departures from New York.

Samaria	Aug. 22	Liverpool.
Wyoming	Aug. 23	Liverpool.
China	Aug. 23	Liverpool.
Atyanthia	Aug. 24	Liverpool.
Pereire	Aug. 26	France.
Minnesota	Aug. 26	Liverpool.
Abyssinia	Aug. 30	Liverpool.
Iowa	Aug. 30	Liverpool.
Caledonia	Sept. 2	Glasgow.
Europa	Sept. 2	Liverpool.
Java	Sept. 2	Liverpool.
Idaho	Sept. 6	Liverpool.
Ismania	Sept. 6	Glasgow.
Batavia	Sept. 8	Liverpool.
Manhattan	Sept. 8	Liverpool.
Lafayette	Sept. 9	Hamburg.
Atlantic	Sept. 9	Liverpool.
India	Sept. 9	Glasgow.
Caledonia	Sept. 12	Glasgow.
Cuba	Sept. 13	Liverpool.
Colorado	Sept. 13	Liverpool.
Parthia	Sept. 16	Liverpool.
Wisconsin	Sept. 20	Liverpool.
Scandinavia	Sept. 23	Liverpool.
St. Laurient	Sept. 23	France.
Nevada	Sept. 27	Liverpool.

RIVER TELEGRAMS.

Wheeling, W. Va.

Special Dispatch to the Commercial.

WHEELING, W. Va., August 21, 1871.

River two feet six inches and falling. Weather cloudy with indications of rain. M.

Ironton, O.

Special Dispatch to the Commercial.

IRONTON, O., August 21, 1871.

The river is lower than at any other time this season, and still falling. Weather clear and very warm. The Nashville is laying up at 9:30 A. M. The Granite State passed down at 11:30. The Argosy for Wheeling is reported hard aground on Guyan bar. H.

For Latest River Dispatches See Outside.

RIVER NEWS.

THE marks last evening indicated about seventeen inches and falling. This is about equal to no water at all. When the river rises our readers will be duly informed, but we have no idea when that important event will take place.

THE steamer Bill Henderson has been detailed by the Northern Line officers for duty in towing barges over the Rock Island rapids.

ST. LOUIS.—The *Republican* says the steamer Carrie V. Kountz is receiving six hundred dollars per day for lightening the James Howard.

THE section work of Keokuk Rapids improvements has been suspended, the appropriation for that purpose having been exhausted. Work on the middle and lower locks is being pushed with all speed.

AFTER all the different reports and dispatches concerning the condition of the Ohio, it still seems to afloat and continues; we hope she will succeed in getting over Island No. 30 safely.

THE New Albany *Standard* says: "Capt. Tichenor, of the Berniece, lost his watch overboard this morning, opposite the Louisville water works. Some fishing to be'gin done for a new Cumberland boat. Nothing has been made public as yet."

THE sheds and other designated property of the Alton and St. Louis Packet company, at Alton, were sold at auction on Saturday last, and were bought one the city of Alton, Capt. John A. Bruner of the former Illinois, also one of the purchasers.

THE steamboat Messenger is offered for sale in our advertising columns. She is a good boat and is in first class order for the trade. She can be had cheap based at a bargain if application is made for price and terms. Address Capt. Wm. Dean.

THE Vicksburg *Herald* says: "Captain J. O. Stevens, of the steamer Powhitlan, has chartered the Trader, and will put her in the Arrowhite's place next Thursday. The Hartford has laid up again, and will not be put in service before Ribloon as soon as that steamer reaches this place.

NOTICE.—During the suspension of navigation at Lock No. 3, the steamer West Virginia, Capt. Dan Seldom, will leave Port Perry daily on the arrival of the 3:15 P. M. train from this city. For further information inquire of Capt. S. R. Patterson, at the Connellsville depot.

OFFICIAL SURVEY OF THE OHIO RIVER FROM PITTSBURGH TO CAIRO.—At the request of many friends we have published a third edition of this important table, with various improvements. It can be obtained at the office of the Commercial for fifty cents per copy, or three copies for twenty-five cents.

AT the request of passengers on the slack water, the boats will hereafter land at the foot of Market instead of McKeesport. In order to meet their views the change has been made. Captain A. S. Carlile has ever been busily engaged in performing strange duties for the comfort of passengers and the advantage of shippers.

SPECIAL NOTICE.—For the present—during the time the water remains drawn from Pool No. 1—freight and passengers for Brownsville, Geneva and way points on the slack water will be conveyed by the Connellsville Railroad to Port Perry, and thence by boats. The passenger will leave daily at 1 P. M.

CINCINNATI, August 21.—The river five feet. Falling at noon.

The steamer R. W. Skillinger, on the Guyandotte shoals, on Monday night struck and sank a coal barge. She did this in getting off the bar, where she was fast. The Skillinger was not injured.

THE number of vessels belonging to or from ports in the United States reported totally lost and missing during the past month is twenty-three, of which eleven were wrecked, two abandoned, two burnt, two sunk by collision, four foundered, and one is missing. There are classed as follows, viz: Four steamer, two ships, four barks, five brigs, and eleven schooners; the total estimated value, exclusive of cargoes, is $429,000.

ST. LOUIS.—The *Republican* on the situation says: The river at this port has commenced receding very slowly from the high water mark remember. The upper Mississippi is on a slight rise, boats experience about as much trouble on the upper reaches as they do on the bars between St. Paul and Prescott. Manhole bar is reported to be very trouble-some. There is only twenty inches of water at that place. There is not much danger of the river falling much more for some time. At the date above we have been very heavy, filling the lakes, ponds and streams. It is thought that this supply of water will last somewhat. The low water Mississippi continues in a very bad condition for navigation, although with a little care in searching out the proper channel boats can safely coal to seven feet. The only detention they need fear will be at shoal crossings, which they can go over in daylight after careful sounding.

THE Nashville *Banner*, of Thursday says:

The steamer Ad left the city, yesterday, with six barges in tow, for the purpose of conveying stone for the Harpeth Shoals, where Mr. Maddox, the contractor, will at once commence the work of rebuilding and improving the dams at that place.

It is said the rain of last Saturday night resulted in great benefit to the coal trade of the upper Cumberland. Until it fell the party experienced great difficulty in making their way over the bars, and the rain was essential to the trouble of cutting out scheanel and making temporary dams, requiring, sometimes, half a day's labor. There is now fine rise in the river of twelve inches. This will enable the party to move down the river with much more rapidity than they have in the vain of low water. Hereafter, will also have some effect upon the river.

THE tug A. WELLS, Mason, master; CAPTAIN, Capt. Ammon L. Davis died of cholera morbus, at his residence on Caney Fork, on the 15th instant, after an illness of four days. He had been on the river for forty years, until about five years ago, when he retired to his residence on Caney Fork, and engaged with a good practice as a physician, having read medicine in his youth, and since made a special study of the science. He was Captain of the boat at Huntsville, afterwards of the J. G. Cline and John Simpson, in the palmy days of steamboat supremacy. He was engaged in the packet line between Nashville and Smithland semi-weekly packet line, of which he was also interested. Capt. Davis was a remarkable kind, he was always a great favorite with the river boys, who earnestly sympathize with his bereaved family. He was a brother-in-law of Wm. N. Hess, of this city, and was sixty years old. He had visited Nashville but a few days before his death, looking well and cheerful.—*Republican.*

Search for Ores.

The Boonville *Eagle* learns that a company of capitalists has been organized to develope the hidden resources of central Missouri. The gentlemen composing the company are all men of wealth and most of them bankers, residing at St. Joseph and St. Louis. They have made thorough research for lead, iron and other minerals in all the central counties of the State, commencing with Cooper. They have purchased the farm of M. K. Hess, of this city, and Lamine, from which lead has already been successfully mined by Mr. Dula. They will soon have a furnace after the ore to exist in large deposits on the bank of the Blackwater. They intend confining their operations to Cooper county as has long been known to be one of the richest in mineral wealth of any in the State, and yet it is comparatively undeveloped. Cash is no object as they have been found in different localities, while lead, iron, kaolin, hydraulic cement and many other valuable substances have already been discovered.

IMPORTS BY RAIL AND RIVER.

Allegheny Valley Railroad.

Chat Lake Ice Co, 1 car ice. Aiken & Co, 1 car slate. Erskine Allen, 1 car do; Diamond Ink Co, 1 bbl varnish. Rice & Kirkpatrick, 19 sks wheat. Scott & Gisell, 15 do do. Leonard, Binford, 2 bbls do. Hamilton & Co, 1 car lime. Jas Callery & Co, 19 beef hides 4 bbls pelts. W W Young, 1 car lime. Jas Johnson, 1 bale rags. Jas Watson 3 horses, 1 stallion 2 sulkys. F Alvateer & Co, 2 cars stone.

Pennsylvania Central Railroad.

THURSTON.

Lindsey S. & E., 120 box hardware. W. J. Steel & Bro, 125 pkgs fruits &c. R. C. Martin, 7 bbls pkgs groceries. Park Bro & Co, 3 casks crucibles. R. E. Sellers & Co, 8 pkgs drugs. Reed, Hall & Co, 1 bale clothing. Reed, Foster & Co, 2 pkg groceries. R. L. Fahnestock & Co, 13 pkgs drugs. Head & Mc Farland, 1 bale clothing. Harris & Hoenge, 1 bale flour. Jenkins & Bro, 63 bris sugar, 5 bris lard. McElroy & D, 4 bxs dry goods. Phillips & Dilworth, 1 bale clothing. Carr Mc & Co, 2 bales d goods. Fulton B & Co, 96 c pipe. D Gregg & Co, 1 pkg dry goods. W H Hay & Co, 3 baskets wine, 10 bbls liquor. Miller, R & P 5 cks crucibles. Hafner & Daniels, 1 pkg clothing. Shipley & Patterson, 4 W, 41 bags coffee, 5 bxs tobacco. C C Briggs & Co, 1 bale mattts. H Lerch Lerch & Co, 1 bbl slate. W Hamilton, 1 marble. Cummings & Co, 5 bbls farina. C H Armstrong, 5 bbls nuts. Wm Thaw, 1 pkg mdse. Arbuckle & Co, 5 cases tobacco. Aiken & Co, 15 bbls sweet potatoes. D W Gill & Co, 1 pkg mdse. Wm Phillips, 1 pkg household goods. Bailey, Farrell & Co, 2 bath tubs. Gordon, White Lead Company, 25 kgs white lead. H Dallenger & Co, 5 cases m tobacco. Dalzell & J, 10 bxs leaf tobacco. Bryce, Lyon & Co, 1 case liquors. Bell & S, 5 bbls oil. W Hudson, & Co, 10 bags coffee. Hunck & Jamison, 1 bale clothing. Kramer A V, 25 bxs fruit. J S Lippincott, 1 bbl c tartar. J J Verner, 1 bbl mdse. S Martin, 1 box crackers. E H Myers & Co, 15 bbls syrup. J Wills & Son, 2 bbls sugar. C P Mackie & Co, 1 bx mdse. Pittsburgh Locomotive and Car Works, 1 bbl mdse. R S Ramsey, 1 cask hardware. W & D Rinehart, 1 bx tea sugar. J A Renshaw, 1 barrel of crackers. S P Shriver & Co, 56 bbls sugar. Schwartz & H, 7 bxs paint. Watt, Hay & Co, 25 bbls sugar. J Welch & Co, 1 bbl & 1 bx tobacco. J Wilson & Co, 14 bls sugar. Weyman & Bro, 5 bx tobacco. Watson & Monroe, 1 bale flannels. Wm Wilson & Co, 1 bx mdse. Wilson & Co, 1 bbl Stn Brick Co, 1 bx machry. J Gregg & Son, 1 do shoes. Steinhauser & Co, 1 bx mdse. Jos Dilworth, 1 do drugs. H F Wells, 1 do tin. Reible & Simon, 1 bale d goods. J Entimiller & Co, 1 do do. W Worrall, 1 do do. Stockton, Mc Kee & Co, 1 do do. W Engle, 1 bale mdse. F Spreen, 1 bx do. Hay & Patterson, 1 bale clothing. Hallenbach & Co, 2 bags of hair. Jones & Laughlin, 1 roll c.

Per Pittsburgh, Ft. Wayne and Chicago R. R.

Cubbee & Bro, 50 bbls flour. G Noble, 50 bales husks. Seward & Emerson, 159 bgs bone. Noble & Co, 50 bbls flour. Mc Cracken & S, 1 pkg d goods. J C Jenkins & Bro, 200 bbls flour, 200 sks do. Maloney & Lannahan, 1 case d goods. Fahnestock & Co, 1,000 pigs iron. Mc Cleave & S, Smeltzer & Co, 30 pcs bolts. R D Clarke, 16 bbls lard. Mc Cleave & S, 1 bx d goods. Mc Cleave & Co, 5 bbls oil, 10 sks oats. H Wallace, & Co, 50 bbls flour. Cole & Co, 1 bx d goods. R Fahnestock, 1 rl mill. Voller, M & Co, 10 t s potatoes, 5 pkg bibles. Shipley & Patterson, 1 pkg d goods. Dilworth, Richardson & Co, 1 pkg d goods. Carter B & Co, 10 bxs starch. McKee & Co, 5 bxs h ware. C P Wood, 1 car stone. Graff, B & Co, 1 car do. Hamilton, Woodworth & D, 9 sks potatoes. N J Braden, 50 boxes mdse. Miller & M, 50 old iron. H H Hussey & Co, 1 car brick. J Bond, 4 g stones. Whitmore, W & Co, 2 cases handles. H B Vanvoorhis, 2 bdles. J G Barr & Son, 1 bdl Wet sauce, 1 do catsup. Kramer & V, 4 cases candy. H Steinhauer, 1 bx hats. Lubbee & Fry, 1 bx do. Hamilton, W G Hoover, 1 case shoes. Pettis & Clarke, 1 bx shoes.

Allegheny Station.

R. Hay, 2 cases shoes, Sweat C & Co, 1 car metal. Adams & Knox, 2 cars oats. Johnson & McFarland, 1 do do. Popp Weber & Co, 2 bdls cast skins. M J Soyman, 1 bdl do. Glazewood. Gilmore & Co, 2 cars wheat. Coleman & Means, 1 car shoes. Dalzell, Gayley Hulick & Co, 1 car bar metal. Clark, Wilson & Co, 1 car car car corn. A Graf, 1 car lime. U Lotz, 2 cars stone. Hood Andrews & Co, 1 pkg bills shovels. J M Lark, 45 bbls and 16 sks flour. R & A Carson, 10 bxs tinware. Bingham, Hunt & Co, 5 bbls plaster. Superior Iron Co, 1 cars lime stone. Huckinstine & Hamel, 1 car pig iron. Bentley Fowler & Co, 1 car d goods. James Ward, 40 sks flour. Pittsburg Forge and Iron Co, 4 cars pig iron. Forsyth, Smith & Co, 1 car pig iron. Graff, Bennett & Co, 16 pkgs rags. W P Townsend & Co, 1 car d goods. Fleming Gallagher, 7 bbls paper. Tanner Co, 10 cords timber. John Adair, 1 car do. Lamia & Bengough, 1 car stone. John Adair, 1 car do. Lamia & Co, 19 bills fellows. Mc Cummings, 1 car wheat. Wilson & B, 2 cars do. Mc Cummings, 1 car wheat. Wilson & Bro, 2 horses. R Knox, 1 bbl flour. Relya & H, 1 car Dagget. Gillan & Forrester, 4,000 best lumber. Reed & Reed, 1 car do.

Pittsburgh, Cincinnati and St. Louis Railroad.

Daniel Wallace, 100 bbls flour. Jacob Messemore, 7

THE VERY LATEST.

A CRAZY CANDIDATE.

Gen. McCook Partially Deranged.

HE MUST WITHDRAW FROM THE CANVASS.

Startling Story from a Democratic Journal.

LOUISVILLE, KY., August 21.—The *Courier-Journal* to-morrow publishes a letter from a correspondent at Cincinnati, which says that a rumor prevails there that Gen. McCook, the Democratic candidate for Governor of Ohio, will be compelled to withdraw from the race, as he has from the canvass. It is even said he is partially deranged, and that his speeches at Plymouth and Chillicothe give color to this report. The correspondent further says: Should McCook withdraw, an effort will be made to induce Gen. Ewing to take his place, but there are doubts of success.

EUROPE.

BY THE ATLANTIC CABLE.

A Storm in the French Assembly.

PARIS, August 21.—In the Assembly to-day a stormy discussion was aroused by irreligious expressions used by some deputies in their speeches.

At the distribution of prizes in the school at Lyons, Jules Simon, who was present, made a speech, in which he declared that he should ever uphold the principles of morality.

New Bavarian Ministry.

MUNICH, August 21.—The new Ministry has been formed with Hegmenberg president.

Carpenters' Strike in Berlin.

BERLIN, August 21.—The carpenters of this city struck for increase of twenty-five per cent. in wages and reduction of the day's labor to nine hours and a half.

The Salary of Thiers Agreed Upon.

PARIS, August 21.—The Assembly Committee on the Budget has agreed to fix the salary of Thiers at 500,000 francs, with a credit in addition for ordinary expenses and presents.

A bill providing for the dissolution of the present Assembly will soon be brought forward. The Deputies of the left are preparing a manifesto demanding the restoration of the constitution of 1848.

WASHINGTON.

WASHINGTON, D. C., August 21, 1871.

REDUCTION OF POSTAGE BETWEEN THE UNITED STATES AND GERMANY.

An arrangement has just been concluded between the United States and Germany, to take effect on the 1st of October next, which reduces the rate of international postage for prepaid letters exchanged between the two countries by closed mail *via* England from ten to seven cents for each rate of half an ounce or under; unpaid letters so exchanged to be charged with double the prepaid rates, and insufficiently paid letters with postage for unpaid letters after the deduction of the amount prepaid. This arrangement thus establishes the uniform postage of seven cents, or three silbergroschen per single rate on prepaid letters exchanged between the United States and Germany, on and after the 1st of October proximo, whether transmitted *via* England or by direct line *via* Hamburg or Bremen. It is particularly to be observed that this reduction applies to letters only, so that all correspondence other than letters posted for transmission will continue subject to the same conditions of compulsory prepayment as are now applicable thereto. Postmasters will levy and collect postage on and after the 1st of October next. By order of the Postmaster General.

JOSEPH H. BLACKFORD, Superintendent.

CANCELLATION OF TOBACCO STAMPS.

The Commissioner of Internal Revenue says he does not consider every case of imperfect cancellation of tobacco stamps proper cause for the seizure of goods in the hands of purchasers, but should consider it cause for proceeding against any manufacturer of tobacco or cigars who should knowingly and persistently continue to practice such cheats. Should he detect the stamps not properly cancelled, as the law and regulations require, or so imperfectly cancelled as to render perfectly easy the removal of these stamps and second use of them on other packages; but packages of tobacco when all marks and brands are gone which are requisite for identification, may properly be seized and the owner required to furnish evidence that the tax has been paid, or failing, submit to the forfeiture of such tobacco.

GENERAL SHERMAN

Will leave for the north to-morrow and be absent about five weeks.

THE SECOND DAY'S ENGAGEMENT WITH THE CORSANS.

Full official reports have been received at the Navy Department from the Asiatic fleet, giving details of the second day's engagement with the Coreans. The facts do not differ essentially from those already published. The dispatches are accompanied by a number of photographic representations of the situation of the fleet, and of the scenes where the operations were conducted, condition of the forts after the capture, etc. These were sent to the War Department to-day for inspection.

OVER A MILLION AND A HALF OF THE NEW LOAN TAKEN.

The subscriptions to the new loan to-day were $875,000, in addition to which a telegram was received from the Government agents, announcing subscriptions by different National banks to the amount of $1,321,000.

OUR POSTAL ARRANGEMENTS WITH GERMANY.

The German Postal Department have notified our Postoffice Department that the following places in Alsace and Lorraine, embraced in the former list as German towns, by the definite treaty of peace with France, remain in possession of France. Letters to these places will therefore be treated as French letters, and do not come within the provisions of the postal arrangement with Germany: Belfort, Alsace; Ceamcourt, Alsace; Ball, Bourgogne, Alsace; Brunfoundaine, Alsace; Cirey, Audet, Kirzouse, Duttegred and Delle, Alsace; Gorogmany, Alsace; Lorraine Seill, La Chapelle, Lous and Rougment, Alsace.

THE WEATHER.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., August 21, 1871, 7:30 P. M.

The barometer has not changed materially since Sunday afternoon from Iowa and Missouri westward. Clear weather with smoke and haze is reported from Michigan to Tennessee, and westward to the Mississippi river.

PROBABILITIES.

Easterly winds will probably continue in the Middle and Eastern States, and it is probable that a storm of some severity will continue at a considerable distance off the South Atlantic coast, with easterly winds and threatening weather from Georgia to New Jersey. Cloudy weather will probably continue in the New England States. Northerly winds, and warm, hazy weather from Michigan to Alabama, and westward.

YACHTING.

The Contest for the Challenge Cup for Schooners.

NEWPORT, R. I., August 21.—The regatta which came off to-day for the challenge cup for schooners won by the Tidal Wave in June last, and returned to the club, was an interesting exhibition. During the contest some excellent seamanship was displayed. The day was favorable, there being a nice and sailing breeze from the southeast. R. F. Loper's schooner Madgie carried off the cup by allowance of time, Sappho being some fourteen minutes ahead of her in point of arrival. They sailed Sallie as the winner of the prize for sloops by allowance of time.

Titusville Petroleum Market.

TITUSVILLE, August 21.—The *Courier* reports the petroleum market for to-day as follows: Sales—

250 bbls upper road, spot	$4 20
200 bbls upper road, spot	4 25
1,400 bbls upper road, spot	4 27½
250 bbls Rouseville, regardless	4 65
200 bbls Rouseville, 47 gravity	4 70
2,600 bbls lower road spot	4 72½
2,000 bbls lower road, spot	4 75
500 bbls Oil City, 46 gravity	4 95

We had attracted special attention to-day that petroleum, and we find very little was accomplished, and that little at Saturday's prices. On the upper road $4 25, $4 25 and $4 20 was bid at Oil City for Titusville pipe, and Church run respectively. Lower road oil brings about $4 70, five cents less being freely offered, and $4 90 was bid at Oil City for 45 gravity.

ADDITIONAL RIVER DISPATCHES.

Cincinnati.

CINCINNATI, August 21.—River falling; five feet two. Clear.

Louisville.

LOUISVILLE, August 21.—The river has fallen six inches and is still falling, with twelve inches in the chute and five feet scant on Portland bar. Packet pilots report five feet on the shoals between here and Louisville and Cincinnati. Clear and pleasant. Departed—Ada Heiman, Cairo. The Clarksville has left the Louisville and Clarksville trade and will probably run between Cairo and St. Louis.

Evansville.

EVANSVILLE, August 21.—Weather clear and hot; mercury 96. River falling; 2 inches. Port last: Down—Evansville, 7 A. M.; Ella Hughes, 7 A. M.; Umpire, 3 P. M.; Mollie Ebert, 5 P. M.; John Lumsden, 5 P. M.; Tobe Hunt, 6 P. M. Up—Fayette, 8 A. M.; Gayoso, 6 P. M.; generally well loaded. Business dull.

Cairo.

CAIRO, August 21.—Port—Dick Johnson, Evansville packet, 5 P. M.; Mindie, Arkansas river to St. Louis, 11 P. M.; Mary E. Poe, St. Louis to Red river, 1 A. M.; R. F. Walk, Memphis to St. Louis, 1 A. M.; Mollie Ragon, Evansville packet, 6 A. M.; Grand Tower, Memphis to St. Louis, 7 A. M.; Colorado, St. Louis to Vicksburg, 2 P. M.; Marble City, Vicksburg to St. Louis, 4 P. M. River fell two inches. Weather clear; thermometer 96.

St. Louis.

ST. LOUIS, August 21.—Arrived—St. Johns, Keokuk, Kellogg. New Orleans, Lady Pike, Painter, Illinois River; Nile, Cambridge. Departed—St. Johns and Rob Roy, Keokuk; S. S. Merrill, St. Paul; Bee and bargee, New Orleans; Alex Hall, Jefferson City; City of Chester, Memphis. River still falling; all the upper streams are on the decline. Weather clear and very warm. Freights to Memphis have advanced; flour, 50c; pork, 80c; whisky, $1 50; pound freight, 5½c.

Memphis.

MEMPHIS, August, 21.—Clear; mercury 86. River about stationary, with seven and a half feet large to Cairo. Departed—Bachelor, Arkansas River; Belle of Memphis, St. Louis.

Vicksburg.

VICKSBURG, August 21.—Down—John T. Moore, 8 last night. Up—City of Cairo, 6 P. M. River falling. Warm and clear.

New Orleans.

NEW ORLEANS, August 21.—Arrived—James Howard; St. Louis. Departed—Mohawk and barges last night, St. Louis; Indiana, Louisville.

The Fountenelle Sank.

ST. JOSEPH, MO., August 21.—The steamer Fontenelle struck a snag near Amazonia at three o'clock this afternoon, and at last accounts was sinking rapidly. The cargo, consisting of grain, will mostly be saved.

New York Cattle Market.

NEW YORK, August 21.—Live stock—With a total of 9,-252 cattle, or the largest since last October, the market is quicker than on Friday last and prices 1@2c. per lb. higher to-day. For to-day we have 147 cars at Communipaw, 50 each at the Hoodenpyle and Hope station, and 9,200 head Texans sold at 7@9c. with 90 in yards, and a few droves unsold. The best cattle sold at 8½@9c. per lb. Selling at 8c., with 8½c. as the average; 8 cars Virginia steers 5½c. sold, brought 10c.; cars and 200 head Texans 6@7c.; 2 cars Texas Kentucky ely cat. 1100 lbs. 6 cars good Ohio 7½ cat. Texas Kentucky ely cat. 1100 lbs. 6 cars good Ohio 7½ cat. Hollifax; prime cattle and steers 8@8½c.; good 7½@8c.; fair to good 7@7½c.; ordinary 6½@7c.; poorest dealt at very low; exceeded 12c. for the week. Sheep and lambs—Receipts 20,000 head; the extraordinary demand for to-day; market active at unchanged rates for sheep and 50c advance on lambs from a week ago; 6@7c. for Canada sheep; a car of 67 Canada lambs at 9c. for the week; a car of 74 Pennsylvania 7c. and some extra at 8c.; 1 car of 74 Ohio sheep 6½c.; a car of 72 Canada Indiana 6½c.; a car of 76 Ohio 6½c.; 1 car of 76 Ohio 6½c. Hogs—Receipts light for the week and 50 cars to-day; market dull and heavy at 6½@6¾c. as the wide extremes for dressed. Pigs scarce and wanted.

THE BUFFENBARGER POISONING.

Preliminary Hearing in the Case of Mrs. Colburn.

COLUMBUS, O., August 21.—The preliminary examination of Mrs. Angelina Colburn, charged with poisoning her former husband, Peter Buffenbarger, commenced in London, Madison county, to-day, before Oliver P. Crabb, Justice of the Peace, Judge W. R. Randens, of Columbus, J. C. McCloud and J. F. Chapman, of London, appeared as attorneys for the State, and R. A. Harrison, of London, and C. N. Olds, of Columbus, for the defendant. The defendant, together with her husband, was present, and the court house was crowded with people. The examination of witnesses was not commenced until eight o'clock. The only witness thus far on the stand is Prof. Theo. G Wormley. The testimony of Prof. Wormley was more minute than before the Coroner's inquest, but does not differ materially from that already sent by dispatches, except the following:

Q. Did the examination furnish you any satisfactory evidence as to how the man in whose body the poison was found came to his death? A. I would say that the natural inference would be that the individual came to his death by poison.

Q. Are there any tests by which it can be determined whether death in a given case resulted from poison with reasonable certainty? A. The natural inference would be that the man was poisoned, unless there should be a satisfactory explanation. We might go a step further with the aid of anatomical investigation. A critical examination of the whole body might assist in determining the question. Professor Wormley said further that there was no case on record of a criminal introduction of arsenic into a dead body.

At this point Judge Parker, on the part of the prosecution, requested that the Coroner be ordered to re-exhume the body of deceased and have it taken to a place where an examination could be promptly and effectually made. The counsel for the defense did not make any opposition to this motion, which was taken under consideration by the Justice, and was not decided. Mr. Harrison gave notice that when such a proceeding should take place the counsel for the defense would desire to be consulted as to who should make the examination. They would desire to know if the examination was conducted in a proper manner by a proper person. The examination of Professor Wormley was then proceeded with, and his cross-examination will not be concluded until to-morrow.

CRIME.

A Negro Lynched.

NASHVILLE, TENN., August 21.—At Cleveland, Bradley county, last Friday evening, a negro man charged with the rape of a white girl, was taken from prison by masked men and hanged.

Out and In.

COUNCIL BLUFFS, IA., August 21.—Three persons confined in the county jail here made a rush on the jantor while he was taking them their supper this evening, knocked him down and then made escape from the building. He recovered himself in time to lock the door and prevent the escape of the other prisoners. Three escaped. Two prisoners were shortly recaptured and lodged in their old quarters.

Singular Poisoning Case in Missouri.

ST. JOSEPH, August 21.—This evening a wagon passed up Francis avenue and stopped in front of a drug store, and one of the two men in it called for help. The other got out, told the druggist his companion was sick and wanted some medicine. He then took to his bed and disappeared. The sick man was carried into the store, and after suffering terrible agony for forty minutes expired. His name was John C. Foster, and he resided in Centreville, Harrison county. He stated that his companion had placed poison in a glass of beer. The murderer's name is James Doyle. In his satchel small quantities of arsenic and nux vomica were found.

A Notorious Desperado Killed After Murdering Two Citizens.

ST. LOUIS, August 21.—The *Democrat* has an account of a terrible double murder committed at Harrisonville, Cass county, in this State, on Saturday last. Tom Sabine, a noted character and an old bushwhacker, who lived a short distance from Harrisonville, went into town, got drunk, and set law and order at utter defiance. He first fired at a man working on a new building, but without effect. He then went into a lawyer's office and shot at another man named Britten, also without effect. Squatterly irritated the awning in front of the whole of the block, brandishing his pistol, and passed through the second story window into the Mayor's office and descended to the street. Here he found a posse of citizens called by the City Marshal to assist in arresting him. He fired into the crowd, mortally wounding a farmer named Haynes. Two or three shots were here fired at Sabine without effect. He then ran down the street, walked into Huston's drug store, where he shot Mr. Britton, the gentleman he fired at in the lawyer's office, blowing out his left eye, the ball entering the brain. He lived but half an hour. Two or three more shots were then fired at Sabine without hitting him, but as he turned to see who had fired, one of the Marshal's posse stepped into the street and fired a rifle ball shot into his face. Sabine attempted to return the fire, but before he could aim his revolver a load of buckshot from the same gun was fired into his body, and the murderer fell and died in about twenty minutes. Sabine's conduct created intense excitement throughout the town, but when it was known the ruffian was dead all were relieved and gratified.

NEWS SUMMARY.

BY TELEGRAPH

W. A. Festadt was found dead in bed in his boarding house in Louisville yesterday. He committed suicide by inhaling chloroform.

Philip Goldsmith, who sold photographs to which were attached chances to draw any amount of a new jewelry, was arrested in New Albany, Ind., yesterday, and his establishment closed. He was reaping a rich harvest from the Hoosiers.

Hon. Phineas Barnes, a leading lawyer of Portland, and candidate for Governor of Maine on the Bell and Everett ticket in 1860, died yesterday, aged sixty.

At the session of the American Catholic Convention at Indianapolis yesterday, eighteen members were added, bringing the number of new members received at this meeting up to 141. Invitations were accepted to visit New Albany, Ind., and the Mammoth Cave in Kentucky, and resolutions passed for final adjournment this evening. Several papers on scientific subjects were read, including one by Professor Cook of the Weather Signal service and Indiana coals. The next meeting of the Society will be held in San Francisco.

Charles Gross, a traveling business in Tidioute, was arrested on Sunday, charged with the murder of Charles Wismen in Titusville on the 27th of January last. Jealousy is said to have been the cause.

Thomas R. Humphreys got drunk at Jacksonville, Illinois, Saturday, laid down on the railroad track, and was run over and killed.

Mrs. A. L. Hammond, a teacher in one of the Chicago Public Schools, drove a hook to commit suicide on Sunday, by shooting herself with a revolver. Her injuries are so serious that she will probably die.

James Hart was crushed to death between two cars in Chicago yesterday.

Dr. George L. Prentice, of New York, has accepted the chair of theology in the Presbyterian Theological Seminary at Chicago.

NEW YORK.

NEW YORK, August 21, 1871.

THE STANBUCK EXPLOSION.

The Coroner's jury, in the case of George Williams, killed by the explosion of the tugboat G. H. Starbuck, brought in a verdict of manslaughter against S. Clark Straton, Government Inspector of Boilers, and also against engineer George H. Mills. Warrants have been issued for the arrest of Mills and Straton.

ARRIVED.

The steamship Russia, from Liverpool.

POLITICAL.

LOUISVILLE, August 21.—Sufficient returns have been received to indicate with certainty the complexion of the Kentucky Legislature. It will stand as follows: House, eighty-two Democrats, eighteen Republicans; Senate, thirty-five Democrats, three Republicans.

Explanations of General Pleasanton.

A correspondent of the New York *Journal of Commerce* interviewed General Pleasanton on Saturday, with reference to his supersedure as Commissioner of Internal Revenue. General Pleasanton states that he is glad to be out of the office, and would have only unfairly resigned long ago could he have done so with credit to himself. He claims, however, that he was not fairly treated. He wanted a test of the question whether he was subordinate under the law to the Secretary of the Treasury or not. He holds that a ruling of the Commissioner of Internal Revenue should not, under the law, be subject to revision by the Secretary of the Treasury, and he desired that question tested before the Attorney General. Neither the President, nor the Secretary of the Treasury, whose duty it was, would, however, submit the proposition to the Attorney General. Hence, he claims, he couldn't resign until he had exhausted all possible means of establishing himself. He is fully convinced of the justice of his order reversing the rule taxing borrowed capital, remarking to the correspondent that if the tax was collected, assessors would frequently tax the same money in a broker's hands five times a day, while it would have previously been but in the owner's hands. Many brokers are making returns and will pay under protest. In regard to the trouble between Secretary Boutwell and himself, arising from the adoption of patent fibre paper for making stamps, he said that the paper chosen by the Secretary was an utter failure. It was too thick, and not adapted to the making of stamps. The engraving surface was not good, and a color-bearer could not write on it. When he tried to write his name on the stamp as he is directed by law the ink would spread, and the pen would catch in the pulp fibre and never smear or scatter the ink in every direction. Neither was it a protection against counterfeiting. Moreover, aside from other disadvantages, it is almost impossible to detect the fibre after the stamp has been pasted on and smeared over with varnish, as the regulations require.

Several better kinds, he says, were offered at lower rates, but Mr. Boutwell determined to let that man furnish all note and stamp paper for the Department, regardless of the interests of the Government. Mr. Sherman's committee will, he thinks, at their November meeting investigate all questions that